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Mulberry Island History

compiled and published by members of the

Ft. Eustis Historical & Archaeological Association
P.O. Box 4468, Ft. Eustis, VA 23604

Index June 2000

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Treasurer. Dan Story.

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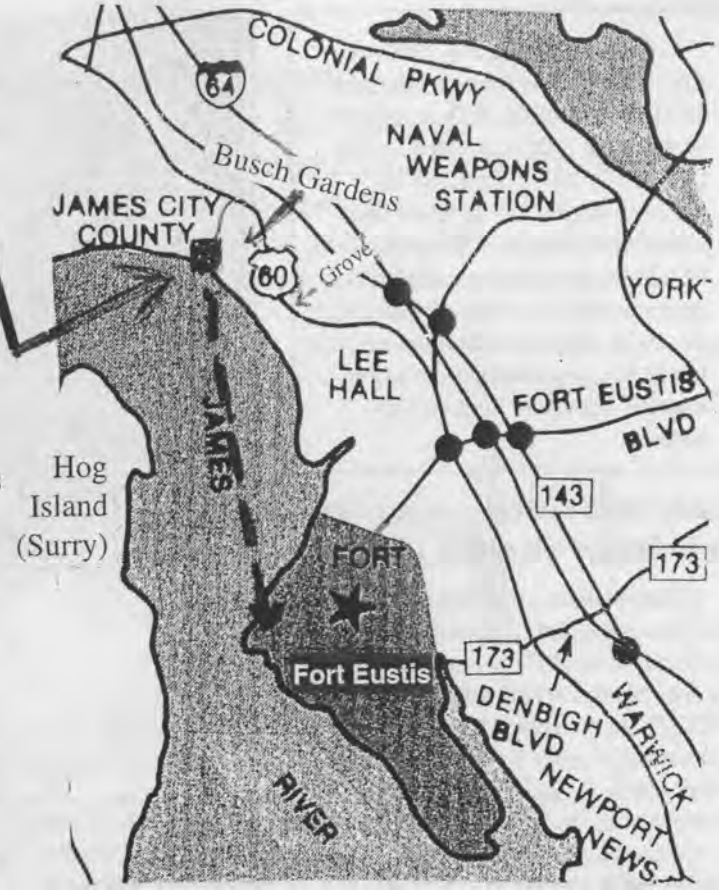
Camp Wallace 1918 to 1972

Research by John & Irene Casteen, Chesapeake*

Actual experience firing the new heavy railway guns from a distance was considered of primary importance to the artillery training program, and demanded by French liaison personnel at Fort Monroe. The 12,000 yard range at Fort Eustis was not long enough, they said. Consequently, a small firing-range camp called **Up River Firing Point** was established on the James River looking down-river 7 miles toward the planned impact area (dotted line on map) at Fort Eustis.

Oct. 1918 - Construction begins, completed in June 1919. It consisted of 30 66-man barracks, 6 storehouses, 8 mess halls, sewage, electric, and water systems.
Mar. 5, 1919 - renamed in honor of Col. Elmer Jay Wallace, Coast Artillery Corps, killed in action in France in 1918. It would be a 20,000 yard range for firing artillery along the James to targets at Mulberry Island. A large steel tower was built to observe where rounds fell from artillery fired from rail cars. Housing for a Coast Artillery Regt. tactical divisions were organized. Railway units would go to Wallace from Eustis by way of a spur track off the C&O mainline to spend 7-10 days firing downrange to Mulberry Island targets and Burwell's Bay.
1930s - inactive, rail line was abandoned. Sometime training.
1940s - area used as a command headquarters for **bivouac.** Soldiers were marched from Eustis, or brought in landing craft to a pier on the James, built for **amphibious training** nearby.
WWII - Housing Artillery troops from Fort Eustis.
1946 - Transferred to Transportation Corps, used for storage and as a difficult Driving Range for **testing heavy trucks and training drivers,** 7 miles of the worst roads in the country called Wallace Turnpike, a 30° angle up a cliff, hairpin turns around hills, never a straight line when an opportunity for a difficult curve, tree stumps and other debris. A corduroy road (metal & concrete pipe foundation). At the time, it was dubbed the most difficult and comprehensive vehicle and driver test.
1951- A test site for an aerial tramway from land to an in-stream transfer of cargo. Transportation Research Command (TRECOM) tested 3 systems relocated or disposed of by '58.
1960s - Transportability testing by TRECOM's Engineering Ofc. (later TEAgency). Bivouac training. Tower demolished.
1972 - sold to Anheuser-Busch properties. After site environmental and contamination assessments were completed, it was developed as Kingsmill-on-the-James. The original road into Wallace is now the Busch Gardens ticket area. Access in 1994 was by an unpaved road from Kings Mill property.

Inspiration and information on these pages in part came from the presentation of the Casteens, members of FEHAA, in Oct. 1994 to members and guests, at the Mulberry Inn, Newport News. Also thanks to the files of the Fort Eustis Historian's Office and photos from the USA Transportation Museum.



The only reason for Camp Wallace was to fire at targets from a distance. Brig. Gen. A. H. Sunderland, Eustis commander at the time, in an interview in 1960, said that to his knowledge, no guns were ever fired from the Camp Wallace battery location.

History before Camp Wallace

On cliffs of the Yorktown Formation 80 ft. high along the James River, and opposite early settled Hog Island in the late 1600s, it was part of the Archers Hope community. First owned by Lt. John Jefferson who was granted its 2500 acres by the Governor's Council in 1619. George Sandys, the English poet, was granted 40 acres in 1624 bounded by Martin's Hundred on the east, Jefferson's land on the west. In 1628, he sold the land to John Utie of Hog Island (later at Chiskiack, York). Utie sold it to William Browning. Returning to England, Sandys sold his to Edward Grindell who through an attorney, sold it to Browning.

It became the site of a Civil War fort, and remains of a slave colony has been discovered there, slaves who worked on local plantations, it is said. Alec G. Harwood sold 115A to the Army in 1918. He had used the site for his Wood Chute Farm. An additional 76A from his son, A. G. Harwood Jr. were sold to the Army June 9, 1961 for $20,900.

Historical series 3.3A, June 00
FORT EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Designed, edited, and arranged by Dick Ivy, Yorktown, and published by FEHAA, P.O. Box 4468, Fort Eustis, VA 23604. Contact Ivy at 757 898-5090, or e-mail at dickivy@two-rivers.com for changes.

Colonel Elmer Jay Wallace
Col. Wallace was born on July 1, 1872 in Vermillion, S.D., a graduate of the U. of S.D. Appointed as 2nd Lt., July 9, 1898. Served on the Mexican border and in Spain and served in France in WWI in St. Mihiel, Meuse-Argonne, Defensive sector campaigns, where he died Oct. 29, 1918, from wounds received. His last U.S. assignment was as a commander, 60th Arty Regt. at Fort Monroe.

A truck moves through a muddy part of the Camp Wallace Turnpike. (US Army FE photo)

Early 1600 artifacts uncovered in bulldozer pit cut in 1953

Camp Wallace's cliffs were part of Lt. John Jefferson's 250 acres granted by the Council in 1619, and perhaps part of George Sandys 400 acres granted in 1624. From its cliffs, there is the view of Jamestown 4 miles to the west, and to 15 miles south on the James, perhaps a lookout in the early days of Jamestown.

Archaeologist Floyd Painter, in March 1953, found artifacts relating to early Jamestown in a pit uncovered at a road drain at the cliff edge by a bulldozer accidentally a week earlier, and another 20 ft. away. The first pit contained potsherds, iron, tobacco pipes, brick, glass, copper, wood ashes, brass buckles, round headed brass pins, mixed with oyster shells among other things, and the best find, thought the first found in America, an 8 1/2 lb. siege helmet in remarkably good condition. It resembles a cabasset but heavier. Made in two pieces held together by rivets, the helmet had a a small deep dent perhaps made by a musket ball. Since Indian artifacts were in the same pit, conjecture that it was taken from a settler in the Massacre of 1622, or left earlier in the explorations of John Smith, or discarded because it outlasted its usefullness.

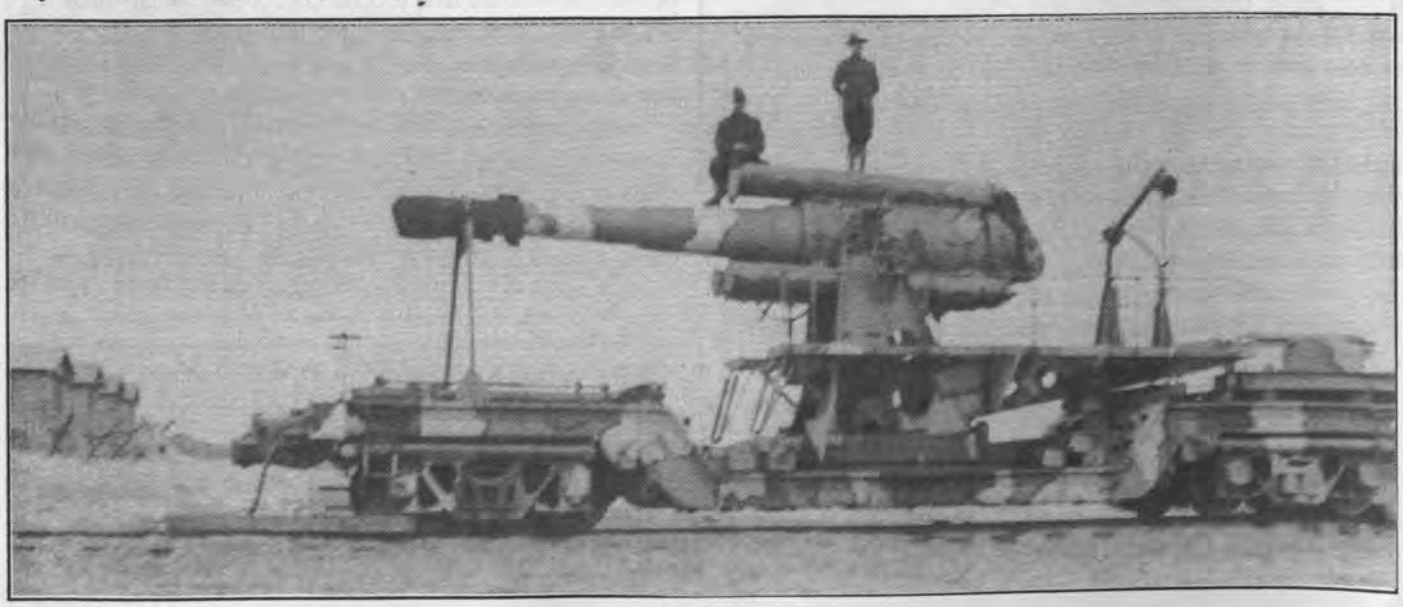
The items found, as well as the helmet, are on display at the National Park Service Museum at Jamestown Island.

In the 50s and 60s, Wallace was also used for operator training fork lifts, cargo loading equipment, and front-end-loaders. Trucks driven to Wallace for testing often were returned to Eustis by boat.

What was left in 1994?

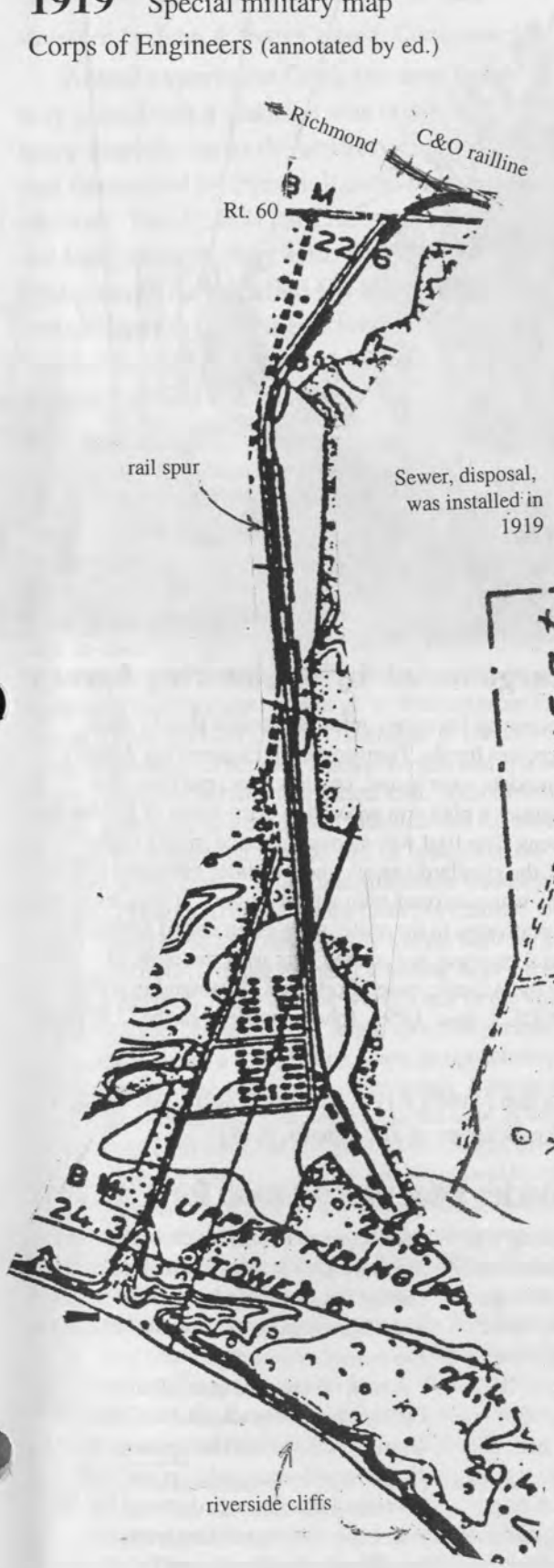
Some of the roadway for the vehicle testing was seen in 1994. The pier was still there as well. John & Irene Casteen of Chesapeake were shown the brick power station, the only building yet there. Piles of broken concrete, metal and ceramic drain pipes, broken bricks, rusted barrels, small piles of coal, and a modern day dump site were seen by the Casteens.

It was noted that the Big Bertha, captured from the Germans, was conveyed to Camp Wallace for test firing. **Below, the 8" gun on rail car at Fort Eustis. Photo courtesy of Casemate Museum, Fort Monroe**



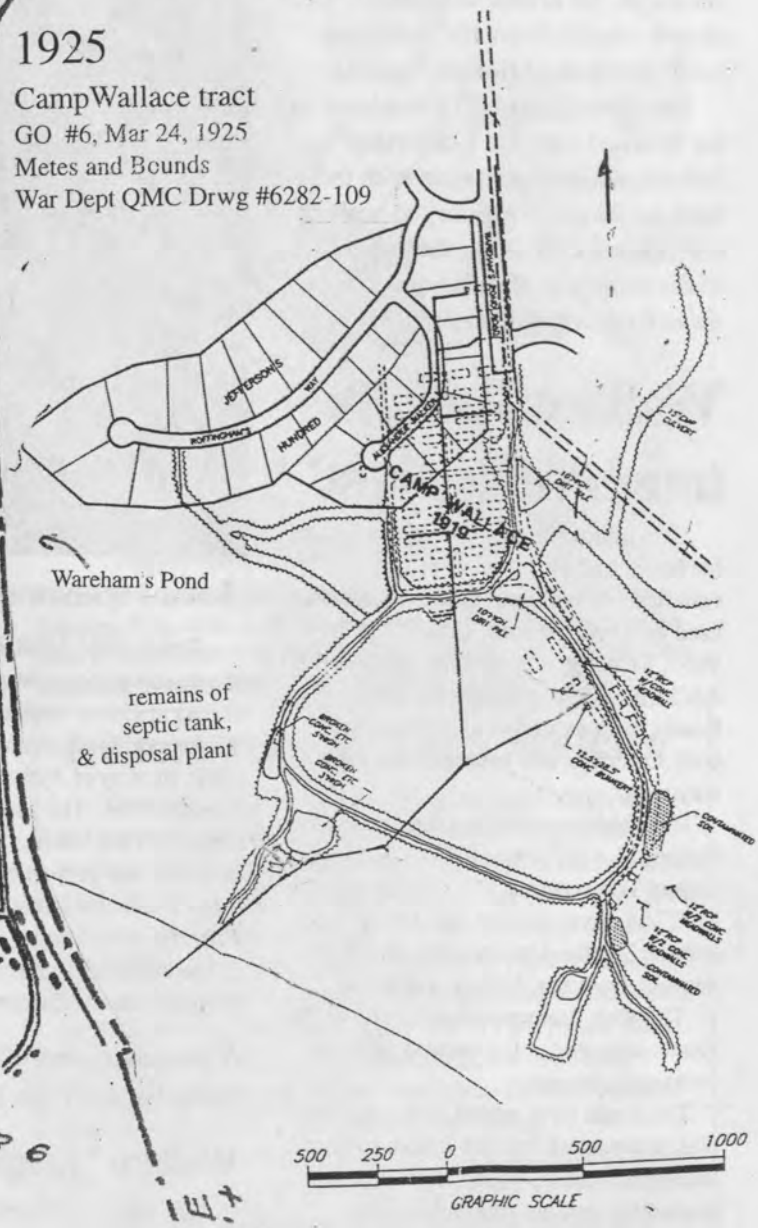
Camp Wallace

1919 Special military map
Corps of Engineers (annotated by ed.)



mid-1970s
Phase 1 Site Assessment.
James River Institute for Archaeology
Camp Wallace Tract (annotated by editor)
Kingsmill on the James, map prepared by
Smith Derner Normann, Hampton, Va.

1925
CampWallace tract
GO #6, Mar 24, 1925
Metes and Bounds
War Dept QMC Drwg #6282-109



aerial photo shows loop (see map above). Sun is casting shadow of trees on road from across the James River

The multiple uses of Camp Wallace

The cliffs, some 90 ft., on the James River at what was Camp Wallace is part of the Yorktown Formation and contained whale bones, neck vertebrae, rib bones, shark teeth, and chama (shells) from 10-15 million years ago in the Miocene Epoch.

The Fort Eustis NCO Academy in the '60s and later the Leadership School required each man with their back packs and weaponry to scale that highest cliff along the James River shoreline, after landing on the shore from amphibian lighters.

Wallace Turnpike tough vehicle test

The unique driving range was to test for shock and vibration of military vehicles. At the same time Wallace was used as a bivouac area. After March 1960, TEA constructed new roads and a 4 1/2 mile driving evaluation loop. Roads, later extended to 7 miles, had both American and International highway signs.

Test vehicles including the amphibious lighters (LARC-Vs and XVs), Rolling Liquid Transporters, M52 trucks and the M127A1, semi-trailers, the 16-ton Goer, and the Warhead transporter, all felt the anguish from the Wallace Turnpike.

The 48th Transportation Group at Fort Eustis also used it for training of their best truck drivers.

The roads were gravel, sand-silt, sand-clay, corrugated and pot-holed, swampy, underwater beaches and tests were conducted for vehicle-road relationship causing road deterioation, and tire-size tcapability on such roads. Vehicles were instrumented for the shock and vibration tests. "If cargo can be moved over the Camp Wallace roads, it can stand almost any road in the world even the most primitive ones," was a quote by LTC R. W. Wildey, TEA CO). Driver training in sand or sandy dune terrain was done at Fort Story at Cape Henry, north of Virginia Beach. (some data from a report in Oct. 1963 by Lt. L. W. Wormald, TEA)

Aerial tramways for cargo tested by Engineering Agency

From 1950-1958, an aerial tramway for cargo unloaded from a ship to units above steep shores was a major project for the Transportation Engineering Agency (TEA) at Camp Wallace. Three models were tested, one at a time, ran from the Wallace cliffs to an unloading point or a platform secured in deep water of the James River by way of hydraulic stansions. The first was an experimental model begun in January 1951. The second was of the standard variety and was later relocated to Red Beach at Fort Eustis. The last one was equipped with a turn around. It was disposed of before the project ended. The platforms in the water were often called Mulberrys (after Mulberry Island?). The aerial tramway was tested later over the cliffs of Talmont, near Royan, France, by the Atlantic-based Port Area Command in a New Offshore Discharge Exercise (NODEX) in c. 1956. (photo courtesy of the U.S. Army Transportation Museum)

A pier extended 600 ft. into the James River on the eastern part of the camp (just off the loop at the bottom of the photo, p. 3)

Wallace "jungle" provides vital preparation for Vietnam

Realistic guerilla warfare training was conducted weekly at Camp Wallace from Oct. 1965 for personnel on orders to go to Vietnam, training conducted by the Transportation School mostly by those who served had served in Vietnam. Of the 16-hours in the heavy woods of Wallace, 2 hours were spent for two simulated ambushes of truck convoys by soldiers dressed like enemy Viet Cong.

They also received sanitation, survival and sentry training. Soldiers were given blank ammo to fire in their M16 rifles equipped with blank suppressors. The surprises of warfare such as hearing enemy fire covering for planted mines, and response to psychological efforts of the enemy, were taught.

About 60 enlisted men of all ranks and officers a week graduated well into 1966 from the course, including some troops from Fort Monroe, other posts, and Weather Detachments destined for the war zone. Other military posts also conducted similar training for persons on orders for that combat area.

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M.I. Project: http://www.wp.com.NRogers/

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Be a part of a mission group
This is history you can also dig
We have digs Nov-March.

CHRONOLOLOGY OF FORT EUSTIS AND MULBERRY ISLAND

1610 — First mention of Mulberry Island in known records. Evacuating Jamestown colonists meet Lord de la Warr here.

1622 — Indian massacre on Mulberry Island and James towne. Maybe John Rolfe killed.

1660 — Estimated date of building Matthew Jones House.

1727 — Rebuilding of Matthew Jones House.

1861 — Fort Crafford built by Confederate troops on Mulberry Island, west end of cross-Peninsula defense line. Abandoned in 1862.

1866-1879 — Magnolia House back wing built by William Lee of Lee Hall, uncertain date beween those given.

1918 — Camp Abraham Eustis established as a replacement training center for Coast Artillery Corps units. Bought from residents of Mulberry Island and adjacent property. **(March 18)**

1923 — Camp Abraham Eustis becomes a fort, a permanent military installation.
1925 — The James River National Defense Reserve Fleet set up as the Shipping Board.
1930 — Provisional Mechanized Forces established by the War Dept. **34th Infantry Regt. first all motorized unit.**

1931 — Abandoned as a military post. U.S. Dept. of Justice uses it as a short-term prison camp**for prohibition offenders.**

1934-1935— Federal Emergency Relief Admin. uses it as a work generating program.
1935-1936— Changes to Works Progress Admin. Nov. 26, closes Oct. 1936.
1935-1936 — National Youth Administration trade classes conducted til Oct . 1936.
1936 — **Liberty Theater burned. (Oct.)**
1936-1944 — Mulberry Island transferred to Langley Field, to be used as a bombing range for bombers of the Army Forces stationed at Langley Field. Mulberry Island declared a sub-post of Langley in 1940. No bombing took place before 1938, and the Coast Artillery fired on it Thursdays and Fridays in 1942.

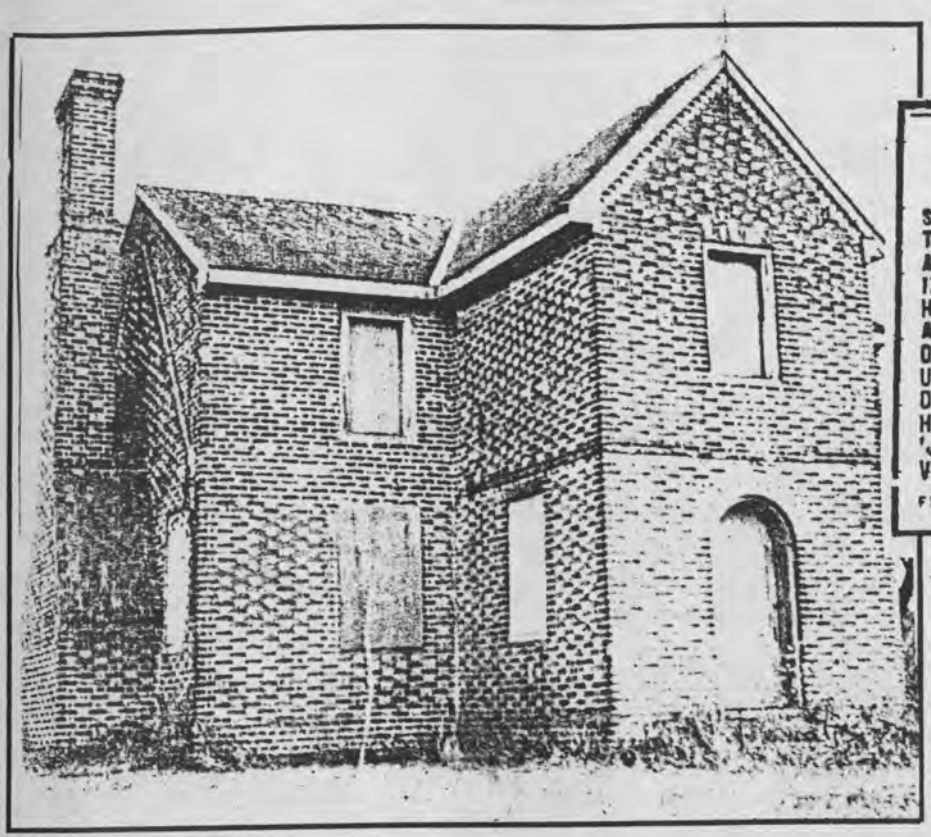
1941 — Post reactivated and Coast Artillery Replacement Center established.

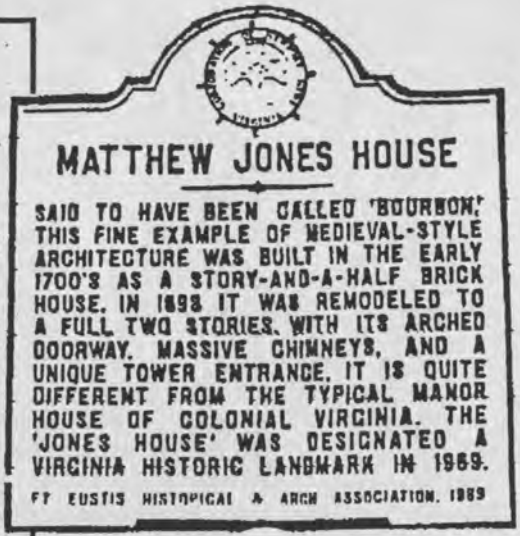
1944 — Post declared surplus and converted to a Prisoner of War camp.

1947 — Post transferred to the Transportation Corps and designated as an Army Service Forces Training Center, shortly discontinued.

1950 — Transportation Center established at Fort Eustis.
1953 — Reorganization of the corps changed the name to the Transportation Training Command.
1954 — **Felker Army Airfield dedicated (Nov. 17)**

Reproduced from an earlier chronology, author unidentified, with some annotation. New material in bold face.
For your history compendium behind the index page.
The Ft. Eustis Historical & Archaeological Association, July 1994.




MATTHEW JONES HOUSE
SAID TO HAVE BEEN CALLED 'BOURBON,' THIS FINE EXAMPLE OF MEDIEVAL-STYLE ARCHITECTURE WAS BUILT IN THE EARLY 1700'S AS A STORY-AND-A-HALF BRICK HOUSE. IN 1898 IT WAS REMODELED TO A FULL TWO STORIES, WITH ITS ARCHED DOORWAY, MASSIVE CHIMNEYS, AND A UNIQUE TOWER ENTRANCE. IT IS QUITE DIFFERENT FROM THE TYPICAL MANOR HOUSE OF COLONIAL VIRGINIA. THE 'JONES HOUSE' WAS DESIGNATED A VIRGINIA HISTORIC LANDMARK IN 1969.
FT EUSTIS HISTORICAL & ARCH ASSOCIATION, 1989

5 on the tour. The "tower" side of the Jones House before being restored by the Corps of Engineers and a work force of the National Park Service. It was dedicated May 21, 1994, as an architectural museum house with a local historical collection. Open summer weekend afternoons and other times by arrangement. Tel.#. in house window, and below.

Historical Markers Introduce Our Past

Three years after the Fort Eustis Historical & Archaeological Association was formed, its members paid for and planted the first Newport News historical marker "Fort Eustis" at the post's gate in 1968. The one on "General Abraham Eustis" was placed beside it in 1974. FEHAA encouraged other groups to take part and worked with the City of Newport News, they paying for many. The Army bought at least one of the 13. The last one was erected in 1977. Most of the history can be read on these markers. *The details are in FEHAA Historical series, available by subscription.*

Fort Eustis, Tidewater's largest military installation, is 13 sq. mi., including historic Mulberry Island and once, tobacco acreage of John Rolfe. It is at the end of State Rte. 105 and intersects within 2 miles, U.S. 60, I-64 and State Rte. 143.

Settled as early as the 1620s, the population of Mulberry Island grew as part of Warwick County (absorbed later by Newport News). It was the western end of a Civil War defense line that stretched across the Peninsula to Yorktown.

Between the wars, it was a Dept. of Justice prison for prohibition offenders, Transient Rehabilitation and Works Progress Administration (WPA) and Civilian Conservation Corps Camp, and an Army Air Corps bombing range *well into* WWII.

What to see at Fort Eustis

* 13 Historical Markers (p. 1-3)
* Third Port, p. 4
* Regimental Memorial Chapel, p. 4

See map p. 3

The U.S. Army Transportation Museum

The only museum in the U.S. devoted entirely to military transportation, operated by the Army Transportation Center. Four outside park areas have a collection of locomotives and cars, amphibious craft, trucks, aircraft, helicopters, and experimental hovercraft including "a flying saucer". In the exhibit hall are many mementoes, videos and dioramas, vehicles and other displays which depict the Army's achievements in transportation since the Revolutionary War, the "Red Ball Express" of WWII, Honors to the Corps, and a Desert Storm exhibit, and others.

Museum hours are 9 a.m. to 4:30 p.m. daily except Mondays and Federal holidays. Admission free. A well-stocked gift shop has a variety of emblazoned pins, T-shirts, toys, books, and wall hangings, model kits, souvenirs, etc. VISA and M/C credit cards accepted. Gift shop closes at 4 p.m.

Historical series 0.1E-Oct. 96
FT. EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Researched, written, and designed by Dick Ivy, Yorktown, and published by FEHAA, P.O. Box 4468, Ft. Eustis, VA 23604. Comments, additions, corrections welcomed. 804 898-5090. Original Feb. 93.

1 — FORT EUSTIS

Camp Abraham Eustis was established March 1918 as a U.S. Coast Artillery Training Center and was redesignated Fort Eustis in 1923. During the depression it was a civilian camp. in World War II it served again for Coast Artillery, Anti-aircraft and later a P.O.W. camp. In 1946 Fort Eustis became the training center for the Army Transportation Corps. Since 1962 it has served as the "Home of the Transportation Corps."

Ft. Eustis Hist & Arch. Assn. — 1968

2 —GENERAL ABRAHAM EUSTIS (1786-1843)

Born at Petersburg, Va. and a Harvard graduate, he led a light artillery battalion at the capture of Toronto in the War of 1812. He later commanded Fort Monroe, Va. and began there the first Army service school. He led units in the Black Hawk War, 1832, the Seminole War, 1836-38, and the Canadian Border disputes, 1838-39. In 1918 this post, then a sub-installation of Fort Monroe, was named in his honor. Erected 1974

3 — GLEBE LANDS

In conjunction with a brick church of the Anglican faith, which stood near this spot in 1660, there were Glebe lands which were set aside for the clergy during their incumbency. The Glebe lands were worked and stocked with necessary buildings, cattle and hogs, by the congregation. Under Act of the Assembly, the Glebe lands were ordered dissolved after the Revolutionary War and Matthew Drewry bought 53 acres in Mulberry Island for 16 shillings per acre in 1804.

Erected 1977

4 — SKIFFES CREEK

Known as Keath's Creek in 1632, this stream was probably named for nearby landowner, the Rev. George Keath. It was the boundary between James City and former Warwick County. LTC Wm. Cary (1657-1713), son of Miles Cary, immigrant, inherited the 360-acre Skiffes Creek plantation. His grandson, Wm. Cary Jr. (1708-84) sold it to Allen Jones. A sentry was posted here during the Revolution to warn of British ships in the James. Erected 1975

6 –MULBERRY POINT & SIR THOMAS WEST

Off this point in early June 1610 anchored the small ships of the starving colonists who had abandoned Jamestown and started down the river to return to England. It was here they were apprised of the timely arrival of Sir Thomas West Lord de la Warr with abundant supplies and new settlers, and the colonists were able to return to their homes at Jamestown. Lord de la Warr (1577-1618) was the first Governor and Captain General of the Colony of Virginia.

Virginia Society Daughters of Colonial Wars - Erected 1976

7 — JAMES RIVER RESERVE FLEET

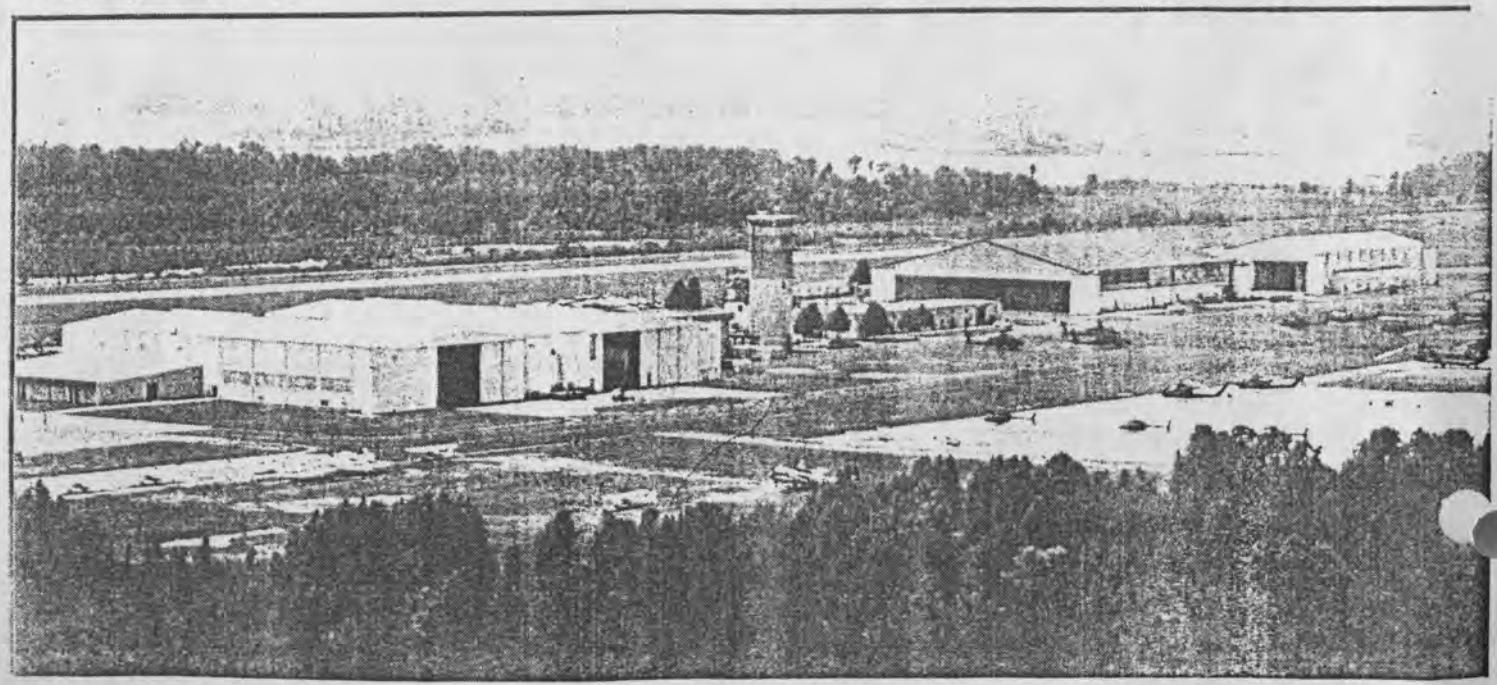
The James River National Defense Reserve Fleet was set up in 1925 to preserve government-owned merchant vessels which could be reactivated in national emergencies. Fleet ships were called to service for WWII, Korea, Suez Canal Crisis, and Vietnam. The James River anchorage reached its peak in 1947 when 640 ships, including many Liberty and Victory Ships, were moored here. The Fleet is maintained by the U.S. Maritime Administration. Erected 1974

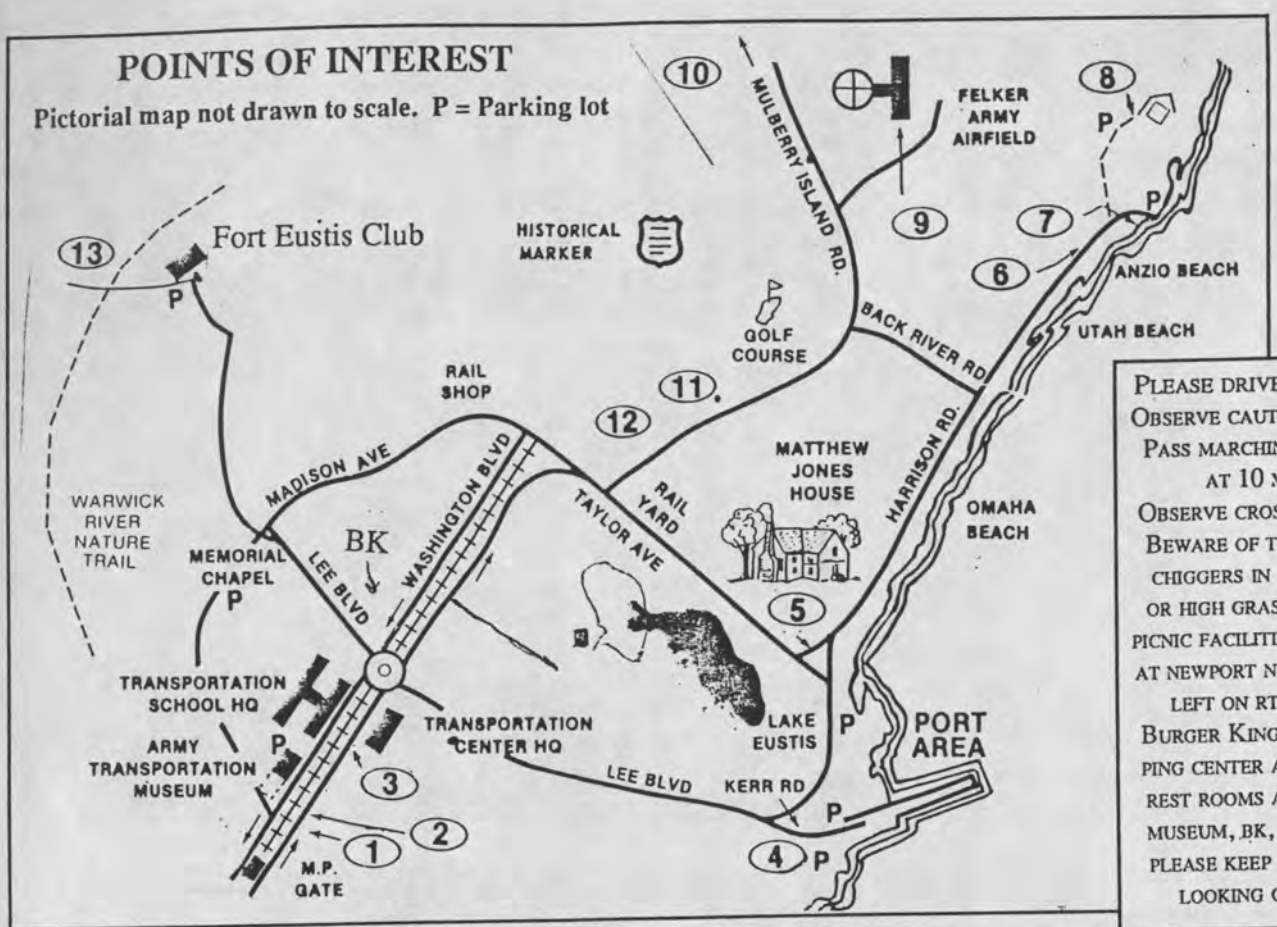
8 — FORT CRAFFORD [See note below]

This pentagon-shaped earthwork was constructed by Confederate forces in 1861-62. Taking its name from the family living here, it became the right anchor of MG John B. Magruder's line of defense across the Peninsula from Yorktown. The fort was abandoned without combat in May '62 when the CSA withdrew to Richmond in the beginning of the Peninsula Campaign. A fine example of its type, it was designated a National Historic Place in 1974. Erected 1975

Note: Fort Crafford, tick and chigger-infested from March to November, is accessible in winter months during the better weather, and for special days, through FEHAA guides departing from the Matthew Jones House. Road blocks are locked.

Felker Army Airfield, looking towards the James River and the Reserve Fleet. (photo courtesy USATCFE PAO)





PLEASE DRIVE SAFELY. OBSERVE CAUTION SIGNS. PASS MARCHING TROOP AT 10 MPH. OBSERVE CROSS WALKS. BEWARE OF TICKS AND CHIGGERS IN WOODED OR HIGH GRASS AREAS. PICNIC FACILITIES NEARBY AT NEWPORT NEWS PARK, LEFT ON RTE 143. BURGER KING AT SHOPPING CENTER AT CIRCLE. REST ROOMS AT TRANS. MUSEUM, BK, NN PARK. PLEASE KEEP OUR POST LOOKING CLEAN.

So, you have made the tour. The U.S. Army is honoring the past while it is achieving an ever more modern, professional, ready, Service. We hope your tour was a pleasant and interesting one.

13 — MAGRUDER DEFENSE LINE

From April 5-May 2, 1862, the battery was part of the Confederate Defense Line of Gen. Magruder which spanned the Peninsula. Manned by the Halifax Light Artillery, it fired on Union troops of Gen. McClellan occupying the east bank of the Warwick River. The defenders, though greatly outnumbered, delayed the union army a month, enabling Gen. Lee to prepare the defense of Richmond. Erected 1975

12 — MULBERRY ISLAND

The peninsula formed by the Warwick and James Rivers was called Mulberry Island by Captain John Smith as early as 1610. Its name came from the wild mulberry trees growing here. Once an Indian hunting ground, it was one of the first places after Jamestown to be settled by the English colonists. Among the early colonial landowners were Governor George Yeardley, John Rolfe and Captain William P. Peirce.

Erected 1974

11 — JOHN ROLFE

The earliest prominent settler on Mulberry Island was John Rolfe, who with others owned a 1700-acre plantation here. Rolfe's introduction of a new type of tobacco was the economic salvation of the Jamestown colony. After the death of his 2nd wife, the famous Pocohontas, he married Jane, daughter of CPT Wm. Peirce, who also had land here. Rolfe died about the time of the 1622 Indian uprising.

Society of the Colonial Dames of the 17th Century
Erected 1974

10 — CIVIL WAR LINE

Part of General John B. Magruder's defense line across the Peninsula, these earthworks were constructed in 1861-62 to prevent Union forces from turning the flank at Mulberry Island. Manned by the 14th Virginia Infantry and later the 5th Louisiana Infantry. and several artillery batteries, the line was abandoned in May '62 when the Confederates withdrew to Richmond before the Union advance at the start of the Peninsula Campaign. Erected 1975

9 — FELKER ARMY AIRFIELD (Closed to public)

The world's first military heliport, Felker Army Airfield was dedicated on 7 December 1954 at ceremonies attended by aviation pioneer Igor Sikorsky and MGs Rush B. Lincoln and Paul F. Yount. The basic plan of the unique circular landing pad for helicopters was originated by LTG (then COL) Wm. B. Bunker in 1949, anticipating the role of TC in Army Aviation. The $1,000,000 facility is a memorial to Warrant Officer Alfred C. Felker, Army Aviator.

David E. Condon Chapter, AAAA and
Ft. Eustis Historical & Arch. Association

1 mile Lake Eustis Nature Trail (see map)

Entrance is at right of the Post Theater (Washington, right at Jackson. Park in theater lot. The area at the lake was hunting grounds for the Woodland Indians. Walking or jogging only. No alcohol of any kind. Fishing and release permitted. No littering. No smoking. Waste receptacles at entrance. Dogs keep on leash and clean up after dog. Swimming or wading not permitted. There is an overlook

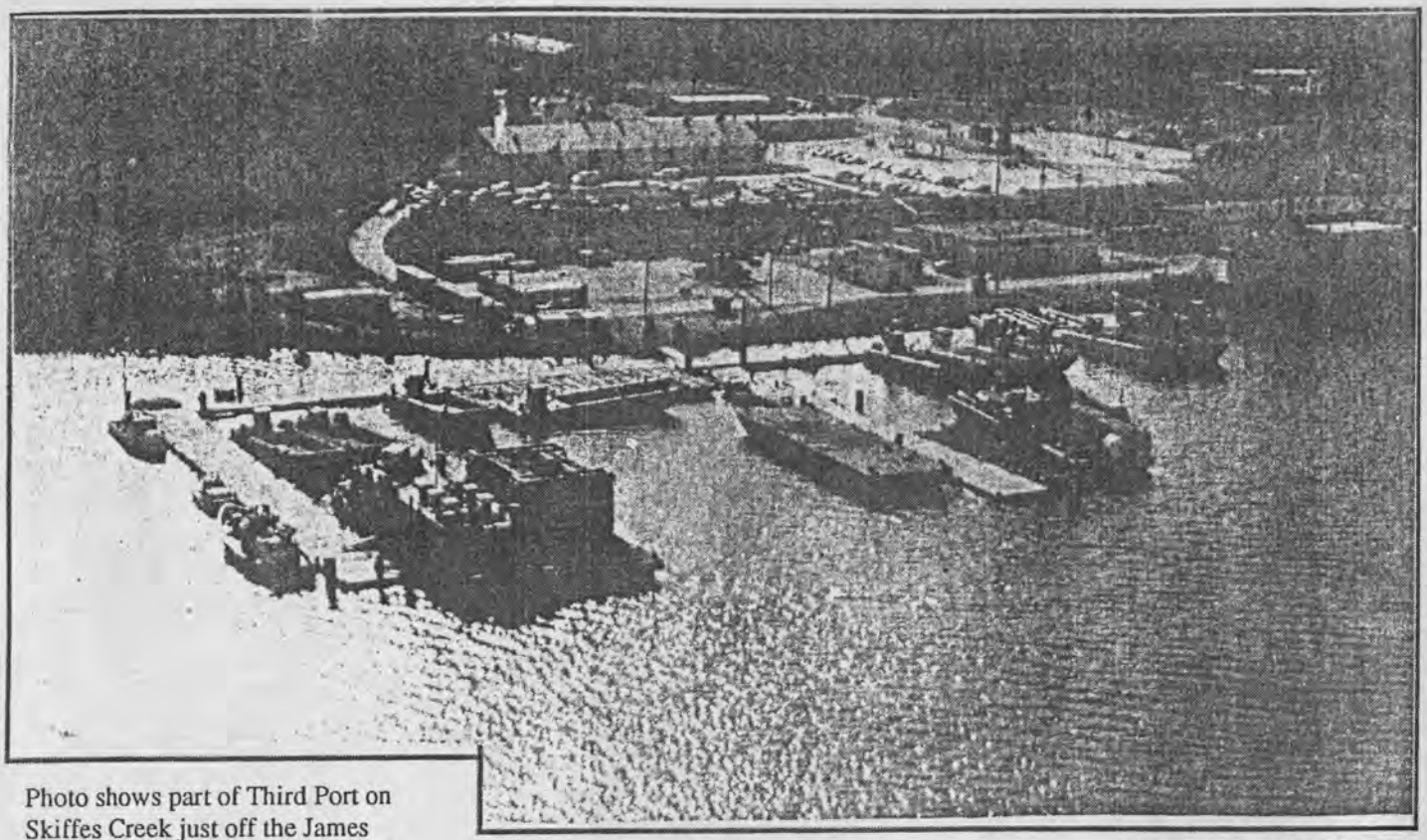
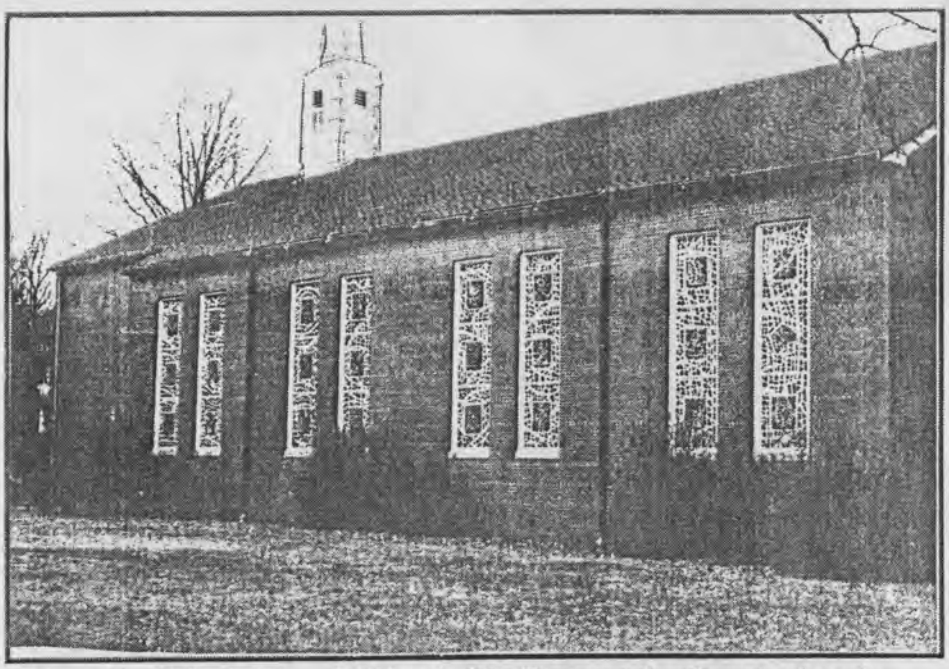


Photo shows part of Third Port on Skiffes Creek just off the James River. It is unique in its variety of floating craft, training facilities, and its compactness. There is also a landship (far right). Among the larger vessels are tugs, the 100-ton floating crane, and ocean-going ships. The Main Pier is to the right of the Landship. The area is named Third Port in honor of the World War II unit which provided cargo handling for the invasion of Italy. A monument stone on the dock commemorates it.

Photo courtesy USATC PAO

The U.S. Army Transportation School is the largest activity at Ft. Eustis, training thousands of officers, sergeants and other enlisted persons in aviation maintenance, harborcraft operation and maintenance, rail and line haul motor transport, and in transportation doctrines and operation. The 7th Transportation Terminal Group is parent organization of various task units. Often, units are deployed for worldwide combat support and humanitarian missions.



Dedicated in 1960, the Memorial Chapel of the Transportation Corps has been installed with multi-faceted stained glass windows of Army units past and present purchased by donations from military social groups and Active and Reserve Army units. The only window with a religious motif is one depicting Noah's ark, the military insigne of the 398th Port Battalion of World War II. Each three-sectioned window was installed at the cost of $1,800. In 1992, the chapel was rededicated as the Regimental Memorial Chapel. Photo by Dick Ivy.

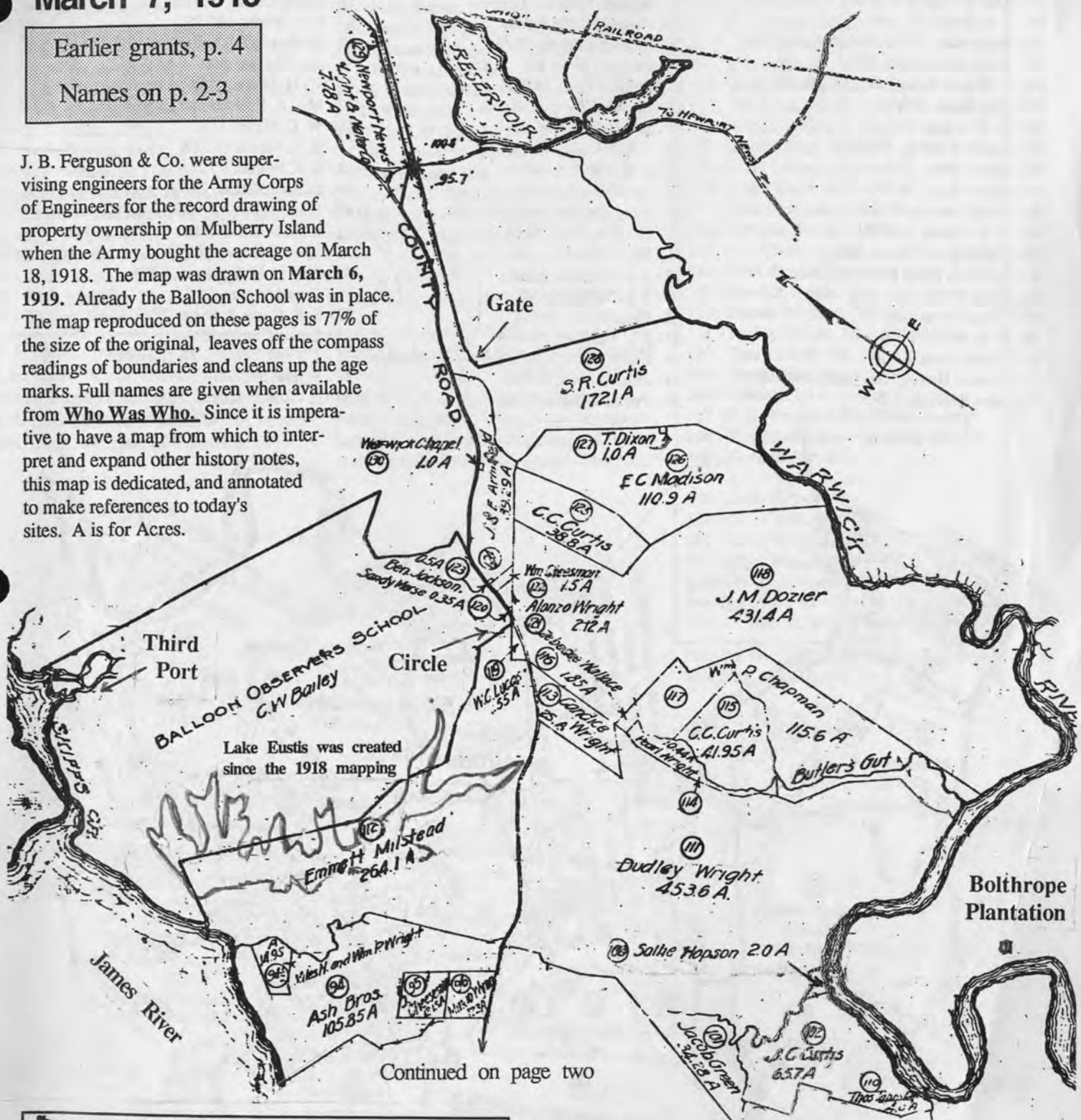
U.S. Army Training & Doctrine Command's Training Support Center and other specialized and technical units are also located at Ft. Eustis.

Who owned what at Mulberry Island

March 7, 1918

Earlier grants, p. 4
Names on p. 2-3

J. B. Ferguson & Co. were supervising engineers for the Army Corps of Engineers for the record drawing of property ownership on Mulberry Island when the Army bought the acreage on March 18, 1918. The map was drawn on **March 6, 1919.** Already the Balloon School was in place. The map reproduced on these pages is 77% of the size of the original, leaves off the compass readings of boundaries and cleans up the age marks. Full names are given when available from **Who Was Who.** Since it is imperative to have a map from which to interpret and expand other history notes, this map is dedicated, and annotated to make references to today's sites. A is for Acres.



Continued on page two

Historical series 3.0D-Jun 01
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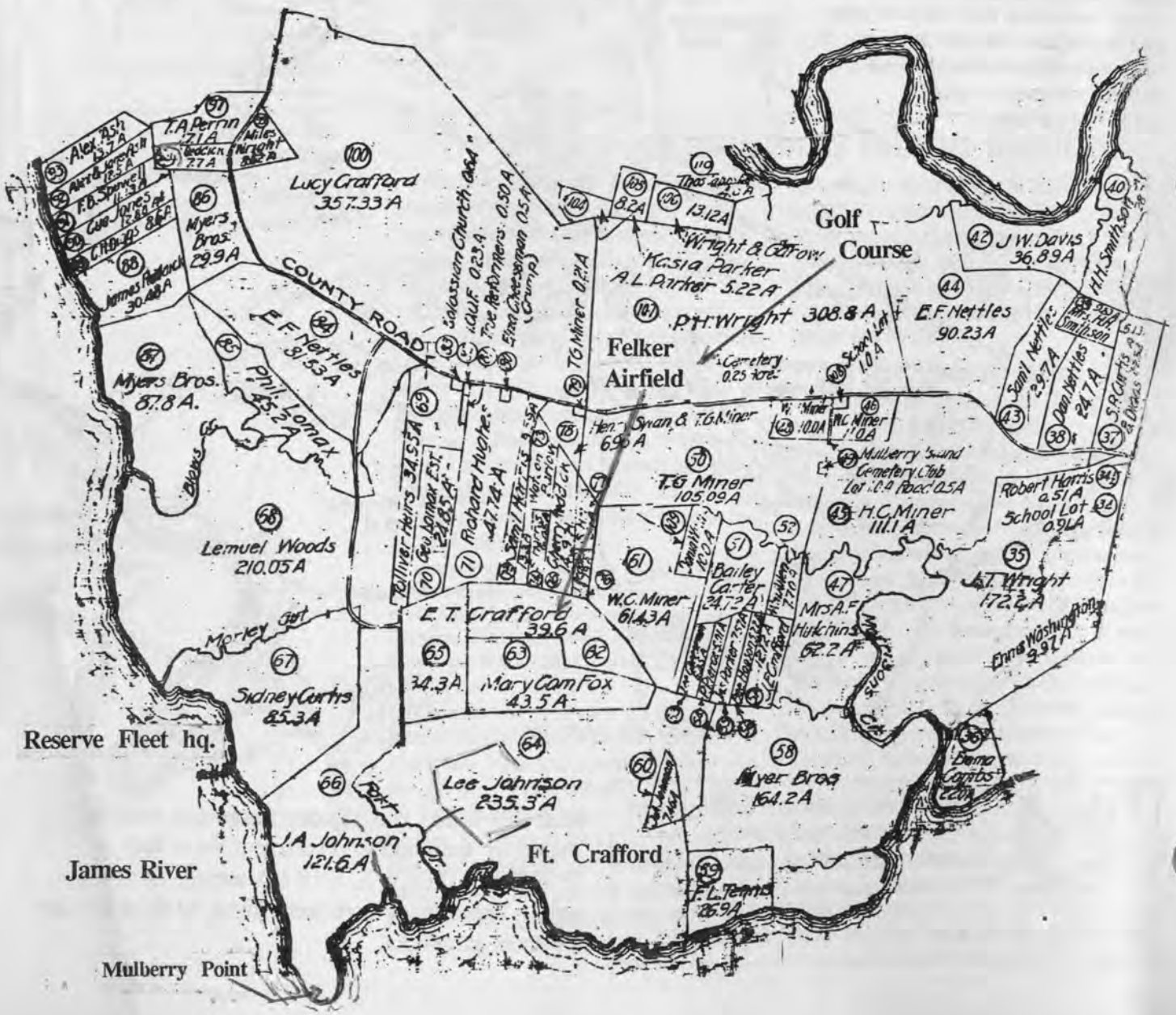
Researched, written, and arranged by Dick Ivy, Yorktown, and published by FEHAA, P.O. Box 4468, Ft. Eustis, VA 23604. Jan 93, Apr 97.

Mulberry Island and adjacent properties were purchased by the Federal government for a total of $538,000 on March 7, 1918 (an average of $65 an acre). Those living here were given 30 days to clear off their properties.

Civil War Fort Crafford was on Johnson's lot #64

100 - Lucy Crafford
99 - Miles Wright, 8.62A (farmer)(Mulatto)
98 - Deliah [Harris] Reddick, 7.7A (Black)
97 - J. A. Perrin, 17.1A
93 - Alex. Ash, 13.7A (Mulatto)(carpenter)
92 - Alex. & Jane Ash, 12.5A
91 - F. Brown Suwell, 11.13A (Black)
90 - Cue Jones, 12.88A
89 - C. H. Diggs, 8.6A
88 - James Reddick, 20.48A
87 - Myers Bros., 87.8A
86 - Myers Bros., 29.9A
85 - Philip Lomax, 45.2A
84 - E. F. Nettles, 81.53A
83 - Collosians Church, .6A
82 - I.O.O.F. (Odd Fellows), .23A
81 - True Reformers, .5A
80 - Eliza Cheeseman, .5A
79 - T. G. Miner, .21A
78 - Henry Swan, 6.96A
77 - Samuel Harris, 5.1A [sister Deliah]
76 - John Reddick, 3.79A
75 - Cherry Reddick, 14A
74 - Samuel Harris, 6.05A
73 - Watson Barlow, 13.3A
72 - Samuel Harris, 6.05A
71 - Richard Hughes, 47.74A
70 - George Lomax Est., 24.85
69 - Tolliver heirs, 34.95A
68 - Lemuel Woods, 210.05A
67 - Sidney Curtis, 85.3A
66 - J. A. Johnson, 121.6A
65 - E. T. Crafford, 34.3A
64 - Lee Johnson, 235.3A
63 - Mary Cam Fox, 43.5A
62 - E. T. Crafford, 39.6A
61 - W. C. Miner, 61.43A
60 - J. A. Johnson, 7.46A
59 - F. L. Tennis, 26.9A
58 - Myer Bros., 164.2A
57 - J. L. Crafford, 12.12A
56 - Dee Hopson, 5.22A (Zebedee? Mulatto)
55 - James Parker, 7.57A
54 - Priscilla Pierce, 5.01A
53 - Lee Cheeseman, 6.35A
52 - William Allen, 7.7A
51 - Bailey Carter, 24.72A
50 - T. G. Miner, 105.09
49 - Mulberry Isl. Cemetery Club, 1A
- road to cemetery .5A
48 - W. H. Miner, 10A
47 - Mrs. A. F. Hutchins, 62.3A
46 - W. C. Miner, 11A
45 - H. C. Miner, 111.1A
44 - E. F. Nettles, 90.23A
43 - Samuel Nettles, 29.7A
42 - John W. Davis, 36.89A - [Brickyard]
41 - D.W. & S. J. Nettles, 41.54A
40 - H. H. Smithson, 28.7A
39 - Mrs. H. H. Smithson, 9.83A
38 - Daniel Nettles, 24.7A
37 - S. R. Curtis & Diggs, 22.54A
36 - Emma Combs, 22A
35 - J. T. Wright, 172.2A (P.H.'s son)
34 - School lot, .9A
34 1/2 - Robert Harris, .51A



As Mulberry Island narrows

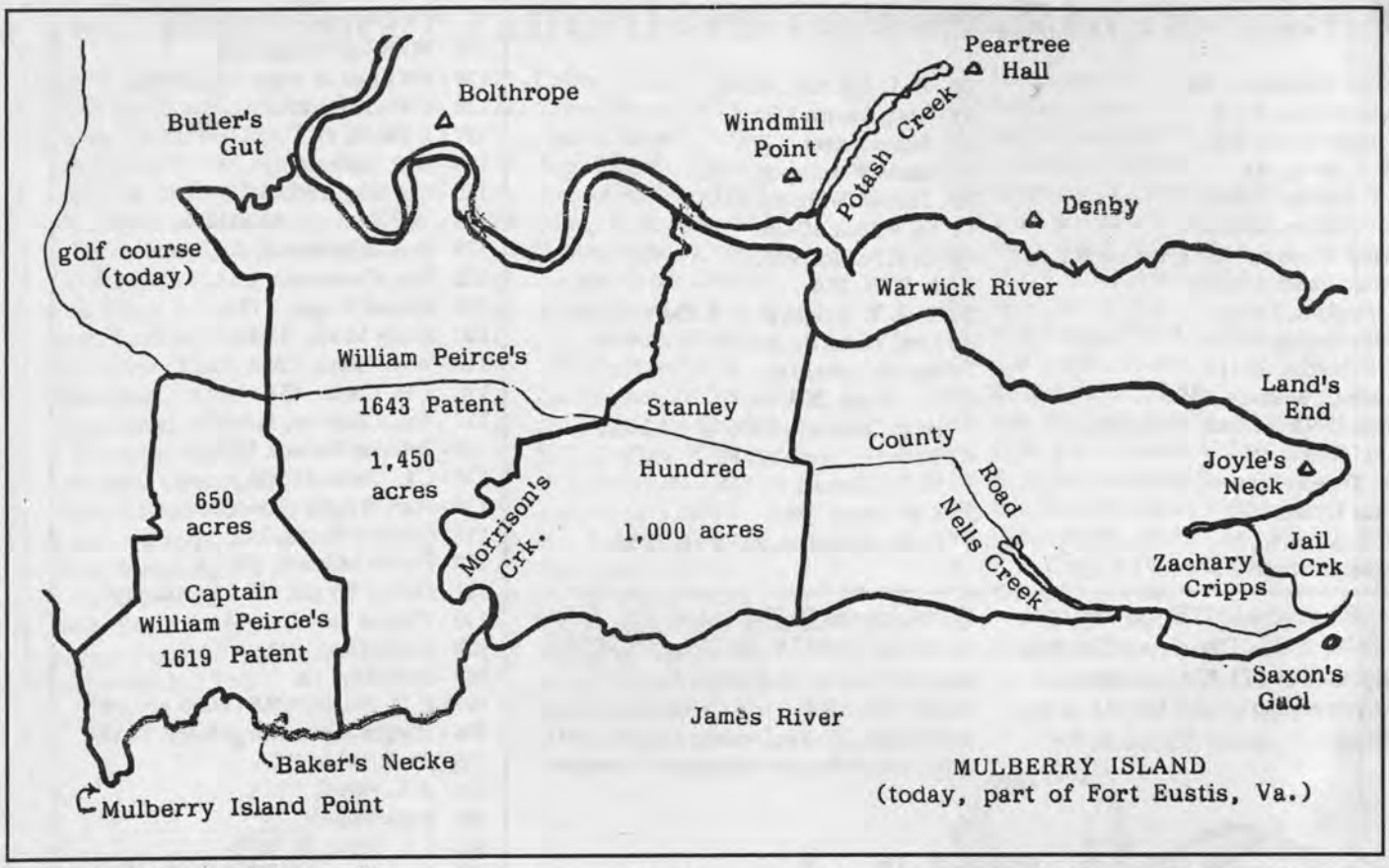
33- Emma Venebeal, 2.43A
32 - John Cornex, 5.13A
31 - Thomas Rhone, 9.3A
30 - W. L. Banks, 8A
29 - J. F. Nettles, 77.53A
28 - E. F. Nettles, 68.03A
27 - Wm.* Wooten, 9.78A [*deacon & Lucy]
26 - Moses Smith, 10.65A
25 - T. Hopkins, 1.97A
24 - Wills Boykin, 4.63A
23 - E. F. Nettles, 38.11A
22 - Anthony Williams, 21.16A
21 - Emma J. Cheeseman, 15.6A, (Black)
20 - L. T. Wright, lA
20 1/2 - True Reformers, .14A
19 - Eliza Turner, 1.5A
18 - W. L. Lyon Sr., 1A
17 - William Turner, 2.27A
16 - W. L. Lyon Sr., 4.63A
15 - Alex. Turner, 1.8A
14 - James Turner, 2.27A
13 - Ennis Washington, 9.97A
12 - Thomas Williams, 47.38A
11 - H. Wilson, 104.6A
10 - E. F. Nettles, 90.8A
9 - L. Wolf, 25A
9 1/2 - J. T. Wright & C. N. Garrow. 3A
8 - Alex. Turner Sr., 32.67A
7 - Samuel Jones, 43A
6 - J. C. Curtis, 209.35A
5 - Hugh Campbell, 213.67A & 55.92A
4 - Sallie [H.] Peek, 241.86A
3 - M. C. Coleman, 11.28A
2 - S. R. Curtis, 758A
1 - Herbst & Leakey, 53.92A & 7.93A

E. F. Nettles owned 277.9A in four lots. J. F., D.W. & S.J., Daniel, and Samuel owned a total of 173.47A and more. S.R. Curtis owned at least 930.8A in two lots. Charles C., son of Samuel & Ely Curtis, owned 80.75A in two lots. James C. owned 209.35A and Sidney S., 85.3A, sons of Wm. H. & Marthia Curtis. Nellie Turner Edlow was 12 when her family had to move, died in Denbigh Aug, 26, 1997, at 85. One of her sons was named Alexander.

Page one sites, owners

130 - Warwick Chapel , 1A
129 - NN Light & Water Co., 7.78A
128 - S. R. Curtis, 172.8A
127 - T. Dixon, 1A
126 - E. C. Madison, 110.9A
125 - C.C. Curtis, 38.8A
124 - J&E Armfield, 39.29A (Mulatto)
123 - Benjamin Jackson, .5A
122 - Wm. Cheeseman, 1.5A
121 - Alonzo Wright, 2.12A
120 - Sandy Morse, .35A
119 - W. C. Lucas, 1.55A
118 - J. M. Dozier, 431.4A
117 - Wm. Chapman, 115.6A
116 - Zebedee Wallace, 1.85A
115 - C.C. Curtis, 41.95A
114 - Pearl Wright, 10.44A
113 - Candice Wright, 25A
112 - Emmet Milstead, 264.1A
111 - Dudley Wright, 453.6A (Mulatto)
110 - Thomas Tabb Est., 4A
109 - Donia Winn, 10A
108 - School lot, 1A
107 - P. H. Wright, 308.8 (White grocer)*
106 - Wright & Garrow grocery, 13.12A
105 - Kasla Parker, 8.2A
104 - A. L. Parker, 5.22A
103 - Sallie Hopson, 2A
102 - J. C. Curtis, 65.7A
101 - Jacob Green, 34.28A
96 - Mingo Winn, 12.3A
95 - Jupiter Cheeseman, 12.15A
94 - Ash Bros., 105.85 A
94 1/2 - Miles H. & Wm. P. Wright, 14.95A

*Patrick Henry Wright also owned a sulky race track [John Curry].



from Arthur & Dorothy Vollertsen, The Carys and the Peirces: Mulberry Island Families, Citizen Publications, Yorktown, Va., 1983, for FEHAA, p. 34. Most of the orginal grant lines can be seen on the 1918 map.

The origins of Mulberry Island families

Mulberry Island was probably so called because of the wild mulberries growing here. Called Mulberry even before **1610** (where colonists were met by Lord de la Warr's ship when evacuating Jamestown), silk culture experiments here were not reported until after 1614. **English arrived as early as 1618.** In the 1622 Indian massacre, it is thought many died here. Though contested because he wrote a later letter, John Rolfe was thought to have died in the massacre or from wounds later, since Jane Rolfe remarried in 1623. **In 1625**, the Census showed **25 men and 5 women** living on Mulberry Island.

Burgesses from Mulberry Island came from the Barham, Clause, Aiken, Bennett and Spencer families. Land was owned by the Pooles, Bernards, Peppetts, Nowells (or Lowells), Claybornes and **Willis Hely (or Heley), pastor** of Mulberry Island.

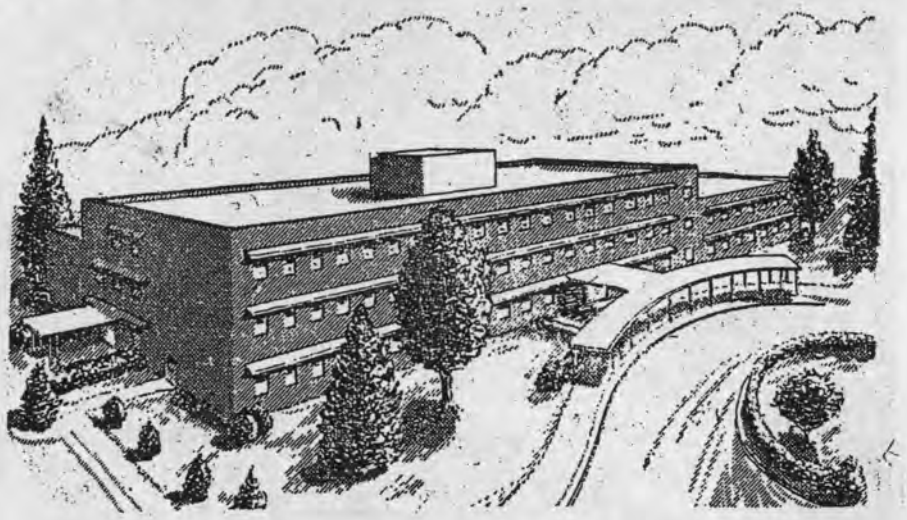
Thomas Harwood owned 1500 acres around Skiffes Creek by 1626, and son Humphrey Harwood inherited all but a section given to Capt. Nathaniel Hurd. Stanley Hundred was first granted to Gov. Sir George Yeardley in 1621. Lt. **Thomas Flint** and wife Mary had it for just a year. **John Brewer** who got it in 1629 left Stanley Hundred to his son John in May 1636, who in turn sold it to **Miles Cary.** Cary also bought the property of Zachary Cripps including Joyle's Neck and Saxon's Gaol. Miles willed his properties to son William. His Skiffes Crk. land was sold to **Allen Jones in 1764.** [See pending FE fact sheet on "The Ancient Planters of M.I." for more on the Pierces and the Carys.]

Freed slaves bought farms here

The slaves who followed the Union Army were brought to Old Point, Hampton, and Gen. Benjamin Butler housed them in barracks built where Hampton Institute was later built. And at the live oak tree (still there in the picnic area), the Emancipation Proclamation was read to the freed slaves. Alexander & Susan Ash were placed in a 4-room house on Washington St., Hampton. Many of the freed banded together to work to clear land and build for HI founder Gen. Samuel C. Armstrong. With the earnings, the Ashes bought an old farm with a house on Mulberry Island on the James River. Alexander, a fine carpenter, helped build Virginia and Academic Halls at HI. He later moved to Folley's Farm in Williamsburg where he died and is buried there.– Written 1972-74 by Lillian W. Kemp to Lulu, and talked of Lulu's grandmother Mary Ash Wieden's grandmother who was Mary (a Powhatan) whose husband was William Brown, a slave. *The information was excerpted, edited.*

The Hospital at Fort Eustis

Six periods of history and change, run by the Army, Navy, civilians, - - from 1918



The design of the McDonald Army Hospital in 1960. The wooden buildings and covered walkways of the past (see p. 2-3 photo, map) gradually were torn down.

On **March 20, 1962**, the new Fort Eustis Hospital was dedicated and formally opened, and named the McDonald Army Hospital after Brig. Gen. Robert C. McDonald. Lt. Gen. Leonard D. Heaton, the Army Surgeon General, was the main speaker.

The 3-story hospital represented the latest word in hospital design, and in some respects a look into the future, news articles reported. Built of steel and concrete with brick exterior, it was entirely air conditioned.

Motorized vertical records filing systems, electric operating tables, electrically operated multiple-position beds, and pushbutton sterilizers, were among its features. A system to page doctors by transistor radio, with doctors carrying transmitters in their pockets.

All rooms for patients (2,4) were equipped with wall mounted TV sets and bedside speakers. A staff of 500 is required for its operation. Staff at the opening was 28 doctors, 41 nurses, 8 administrative Medical Service Officers, a dietician, a physical therapist, 163 enlisted men and women, and 85 non-professional civilians. There was an American Red Cross hospital field director; and 7 civilian physician consultants. The hospital had 116 beds which could be expanded to 130 if needed.

The hospital covered 64,000 sq.ft. The architects were Marcellus Wright & Son, Merrill C. Lee, of Richmond. Contractor was Virginia Engineering Co., Newport News. Construction began in May 1960. Cost was about $2.5 million.

From articles in the **Fort Eustis Sentinel**, Aug. 20, 1954, Mar. 20, 1962, and records at the Fort Eustis Historian's offce.

The WPA used it too. p. 2
Rebuilt in 1941. p. 3
Navy ran it for their patients, 700 patients a month average. p. 3

Brigadier General Robert C. McDonald

The hospital was dedicated and named for Brig. Gen. Robert C. McDonald who was in charge of transporting patients from overseas to U.S. hospitals as chief of the Hospitalization and Evacuation Branch of Army Service Forces in WWI. He died in March 1958. His widow, the former Olive Elizabeth Berry, was on hand for the dedication. He was survived also by 4 sons, two of which were career military officers at the time of the dedication.

McDonald was born in Crockett County, Tenn. in 1881. He graduated from Tulane with an MD. Commissioned in the Army in 1911, he soon was with the Mexican Border Service. In WWI, he commanded an ambulance company of the lst Inf. Div. and evacuated the first U.S. casualties from France, it is said.

He was successively an instructor at the Medical Field Service School, executive officer for the Surgeon General, Third Army Surgeon, CO of England General Hospital, and Fourth Service Command Surgeon. He graduated from the Army Medical School, C&G Staff College, and the Army War College.

Among his awards is the Legion of Merit.

A portrait of Gen. McDonald and a plaque is in the hospital foyer.

Even before the hospital was dedicated, twins Jay and Jeff were born in the ward to Sp5 & Mrs. Roger L. Norton of Hq. Co. post. Earlier, the first baby born, Michael, to parents Marine Cpl. & Mrs. Arthur E. Guimond of the Naval Weapons Station, Yorktown.

Historical series 0.4B - Jun. 01
FORT EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Researched, written, and arranged by Dick Ivy, dir., history track, and published by FEHAA, P.O. 4468, Fort Eustis, VA 23604. Idea for issue encouraged by Hosp. CO, Col. J. Tillman. Oct. 98.

This view of the hospital buildings/wards shows the **connecting halls between them**. Many were still in use in the 60s. The parade ground, then called maneuver grounds, is at the right.

Hospital beginnings

There was a hospital built in 1918, in the same location, a map shows, but without details. **It was called Grace Hospital.**

In 1928, a Station Hospital was mentioned.* It had an excellent mess hall, laboratory, surgical service, and dental office. The staff was composed of several of the best surgeons in the service as well as several nurses of the Army Nurse Corps, and two dental surgeons. It was run by the Medical Detachment. Lt. Col. James D. Heysinger, CO.

*Praise words from **Fort Eustis, Va., 1928,** published by the Recreation Dept., on file at FEHAA, a record found by Lt. Col. (Ret) Charles M. Hunter, Wmbg.

Civiliian doctors during WPA days

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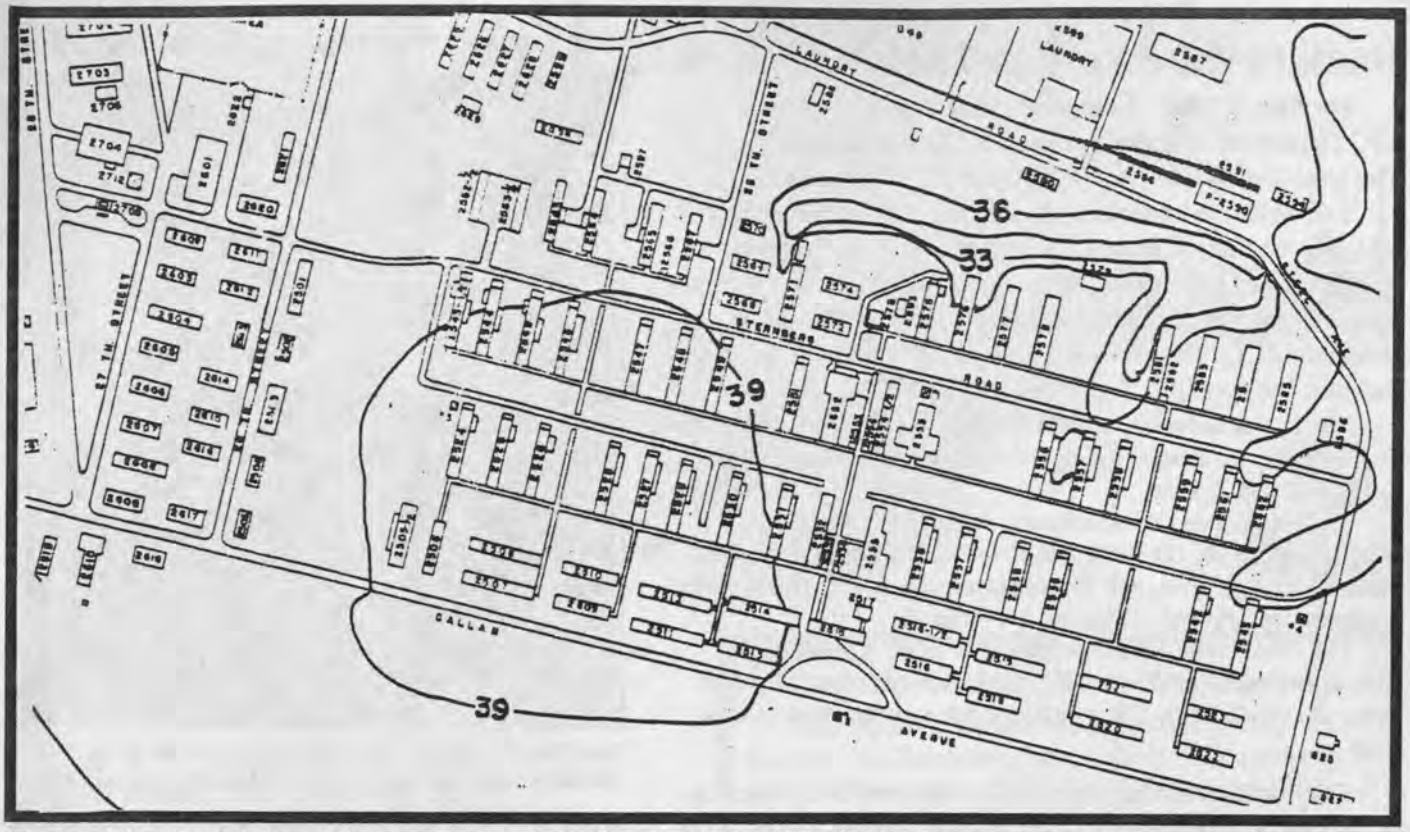
The camp was only under a partial quarantine, allowing workers to come and go at will. The WPA left in 1936. Langley Field maintenance men came to the post. A death certificate is evidence the hospital was still in use on Dec. 6, 1938, signed by Dr. M. W. Crafford [Mercer Waller Crafford of Lee Hall.] According to his son Waller Crafford of Napa, Calif., he was giving care to the syphillis patients and later also serviced the CCC camp .



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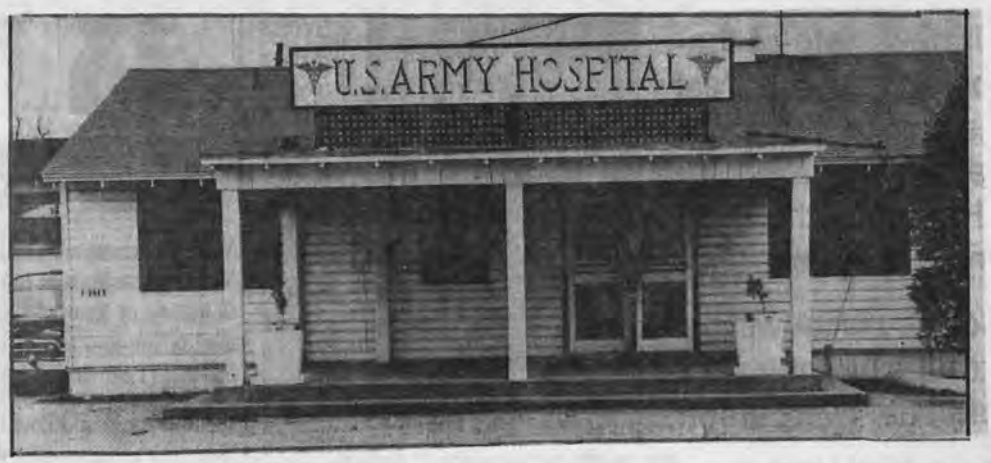
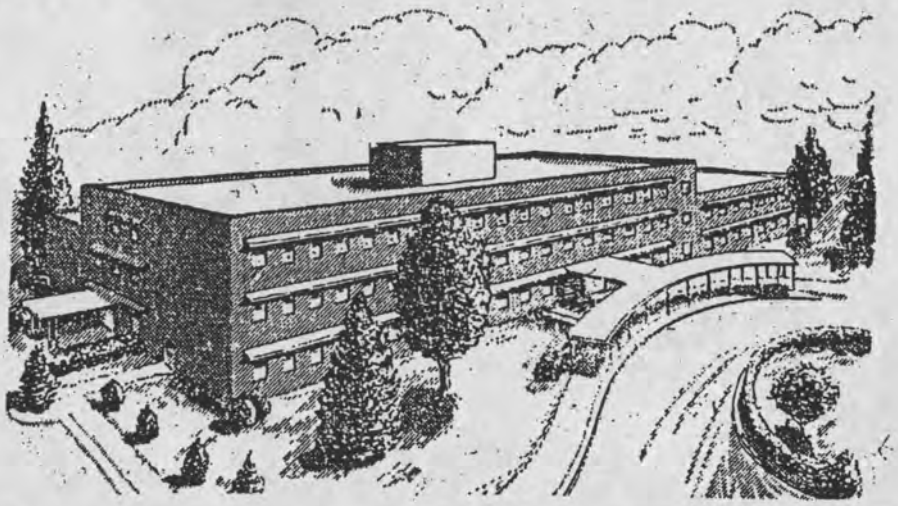


View of the post hospital headquarters (Bldg 2515) taken in 1956. (photo coutesy of the U.S. Army Treansportation Museum). Below, McDonald Hospital in the 1970s.

The Hospital at Fort Eustis

Six periods of history and change, run by the Army, Navy, civilians, during its 80 years



The design of the McDonald Army Hospital in 1960. The wooden buildings and covered walkways of the past (see p. 2-3 photo, map) gradually were torn down.

On **March 20, 1962**, the new Fort Eustis Hospital was dedicated and formally opened, and named the McDonald Army Hospital after Brig. Gen. Robert C. McDonald. Lt. Gen. Leonard D. Heaton, the Army Surgeon General, was the main speaker.

The 3-story hospital represented the latest word in hospital design, and in some respects a look into the future, news articles reported. Built of steel and concrete with brick exterior, it was entirely air conditioned.

Motorized vertical records filing systems, electric operating tables, electrically operated multiple-position beds, and pushbutton sterilizers, were among its features. A system to page doctors by transistor radio, with doctors carrying transmitters in their pockets.

All rooms for patients (2,4) were equipped with wall mounted TV sets and bedside speakers. A staff of 500 is required for its operation. Staff at the opening was 28 doctors, 41 nurses, 8 administrative Medical Service Officers, a dietician, a physical therapist, 163 enlisted men and women, and 85 non-professional civilians. There was an American Red Cross hospital field director; and 7 civilian physician consultants. The hospital had 116 beds which could be expanded to 130 if needed.

The hospital covered 64,000 sq.ft. The architects were Marcellus Wright & Son, Merrill C. Lee, of Richmond. Contractor was Virginia Engineering Co., Newport News. Construction began in May 1960. Cost was about $2.5 million.

From articles in the **Fort Eustis Sentinel**, Aug. 20, 1954, March 20, 1962.

Brigadier General Robert C. McDonald

The hospital was dedicated and named for Brig. Gen. Robert C. McDonald who was in charge of transporting patients from overseas to U.S. hospitals as chief of the Hospitalization and Evacuation Branch of Army Service Forces in WWI. He died in March 1958. His widow, the former Olive Elizabeth Berry, was on hand for the dedication. He was survived also by 4 sons, two of which were career military officers at the time of the dedication.

McDonald was born in Crockett County, Tenn. in 1881. He graduated from Tulane with an MD. Commissioned in the Army in 1911, he soon was with the Mexican Border Service. In WWI, he commanded an ambulance company of the lst Inf. Div. and evacuated the first U.S. casualties from France, it is said.

He was successively an instructor at the Medical Field Service School, executive officer for the Surgeon General, Third Army Surgeon, CO of England General Hospital, and Fourth Service Command Surgeon. He graduated from the Army Medical School, C&G Staff College, and the Army War College.

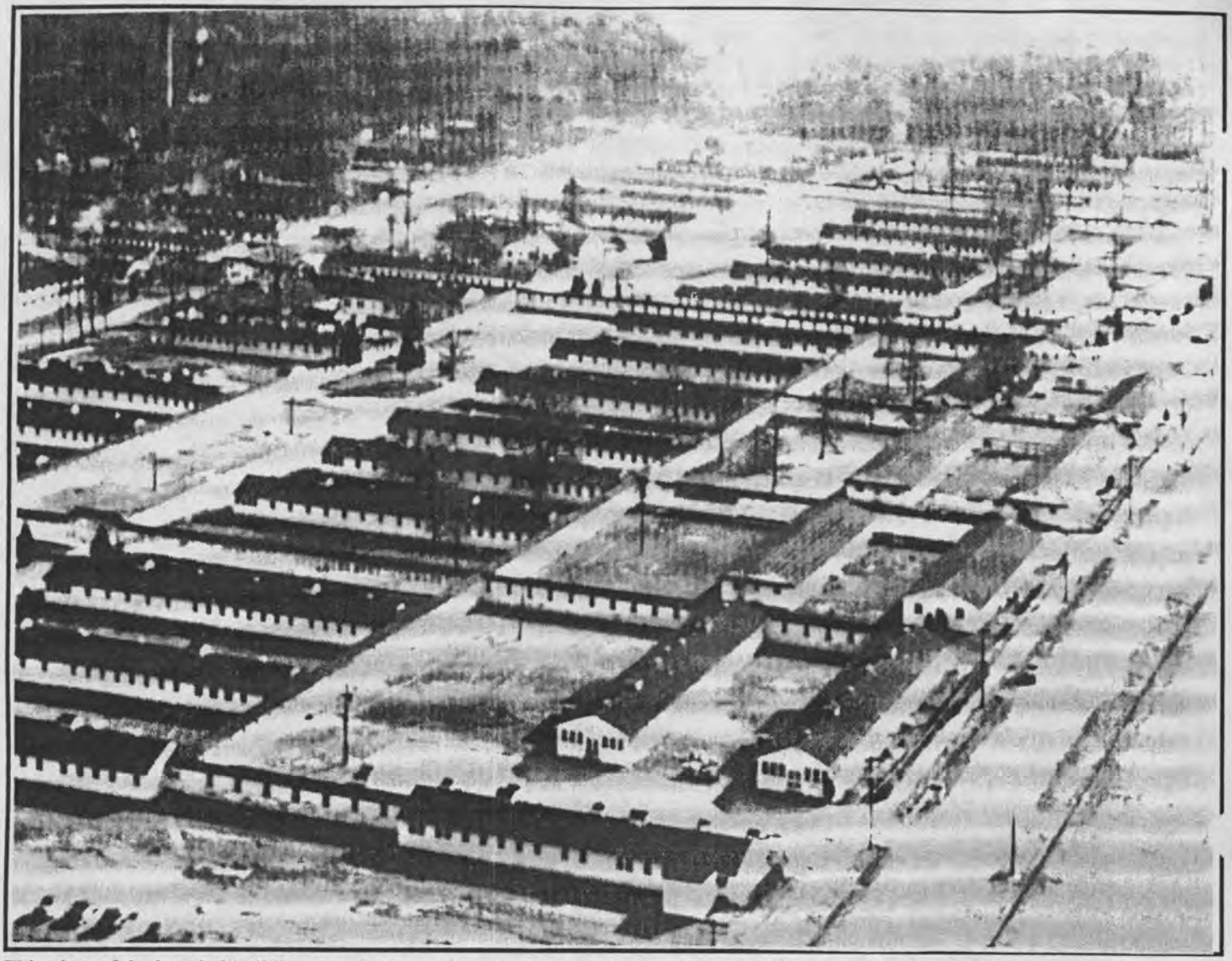
Among his awards is the Legion of Merit.

A portrait of Gen. McDonald and a plaque is in the hospital foyer.

Even before the hospital was dedicated, twins Jay and Jeff were born in the ward to Sp5 & Mrs. Roger L. Norton of Hq. Co. post. Earlier, the first baby born, Michael, to parents Marine Cpl. & Mrs. Arthur E. Guimond of the Naval Weapons Station, Yorktown.

The WPA used it too. p. 2
Rebuilt in 1941. p. 3
Navy ran it for their patients, 700 patients a month average. p. 3

Historical series 0.4A - Oct. 98
FORT EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Researched, written, and arranged by Dick Ivy, dir., history track, and published by FEHAA, P.O. 4468, Fort Eustis, VA 23604. Idea for issue encouraged by Hosp. CO, Col. J. Tillman.



This view of the hospital buildings/wards shows the **connecting halls between them**. Many were still in use in the 60s. The parade ground, then called maneuver grounds, is at the right.

Govt. civilians ran it for WPA camp

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The camp was only under a partial quarantine, allowing workers to come and go at will.

The camp and its hospital closed in 1936.

Hospital beginnings

There was a hospital built in 1918, in the same location, a map shows, but without details.

It was called Grace Hospital.

In 1928, a Station Hospital was mentioned.* It had an excellent mess hall, laboratory, surgical service, and dental office. The staff was composed of several of the best surgeons in the service as well as several nurses of the Army Nurse Corps, and two dental surgeons. It was run by the Medical Detachment. Lt. Col. James D. Heysinger was its CO.

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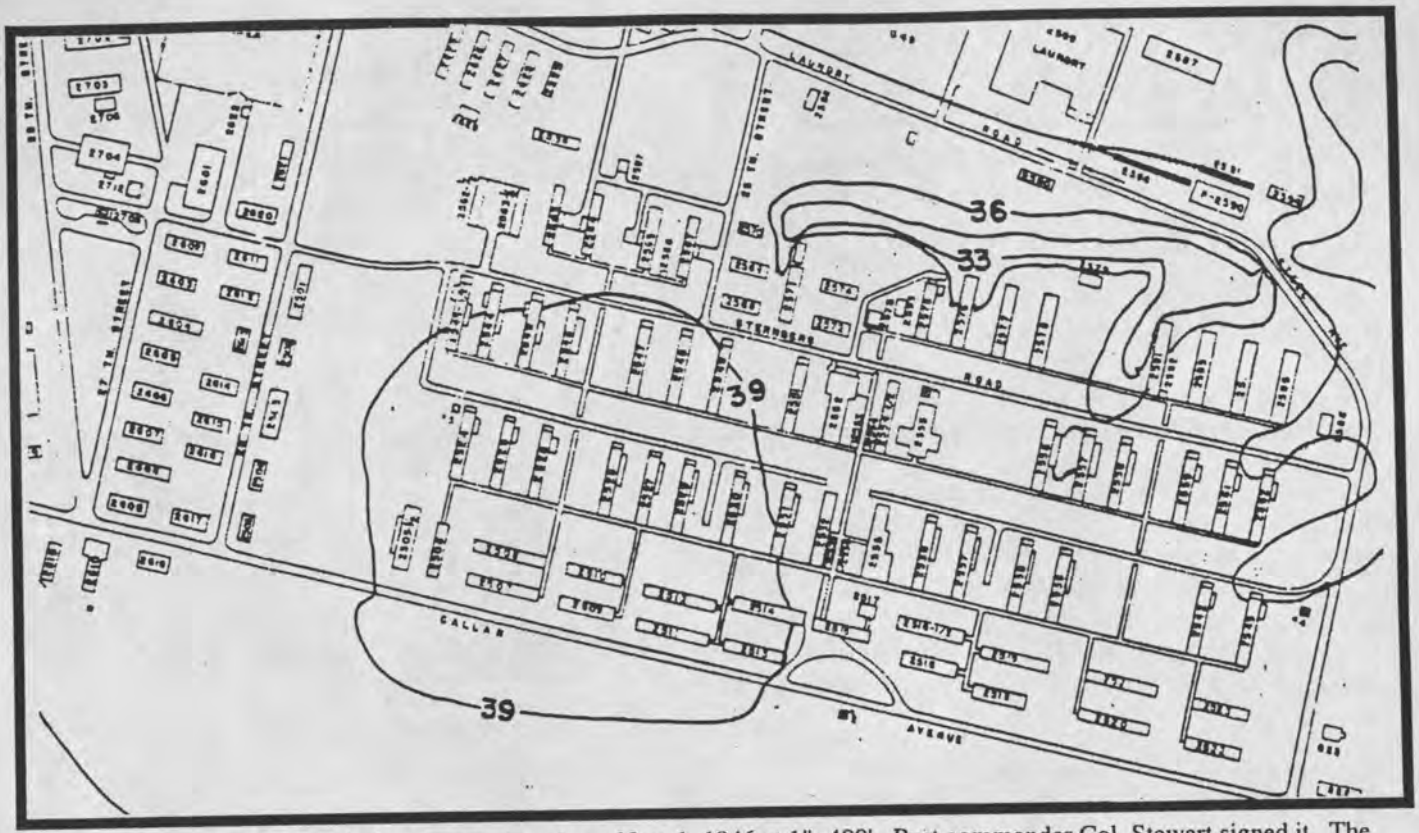

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Below, a photo of McDonald in the '70s.

The Mulberry Island churches

A simple wooden structure not unlike the lst parish church at Yorke Village . Art by Dennis Crawford, Coast Guard RTC, Yorktown

The Church of England, later called Episcopal, came with English settlers to Jamestown, and thence to all the communities, called parishes of Virginia. There were many plantations also authorized to be parishes.

Stanley Hundred on Mulberry Island was such a one, granted to Sir George Yeardley in 1621. Before 1627 an active church was in existence there, 20 years after the Jamestown settlement. Church wardens and a well-developed parish organization took care of it, and ministers, scheduled services at least once a month. The wooden church was located near a creek, today called Morrison's, at the end of the road from today's Lee Hall. It was part of Elizabeth City (Hampton) Co. then.

One of the most influential & active ministers was Rev. George Keith (1638-1716) (Skiffe's Creek was named for him) who came to America in 1702 as first missionary of the Society of the Propagation of the Gospel in Foreign Parts (SPG). They disowned him and he organized Anglican Churches. Preached on Sunday, May 2, 1703, at "Kicketon" Church (on the York R.). He was a "challenge" to area Quakers.

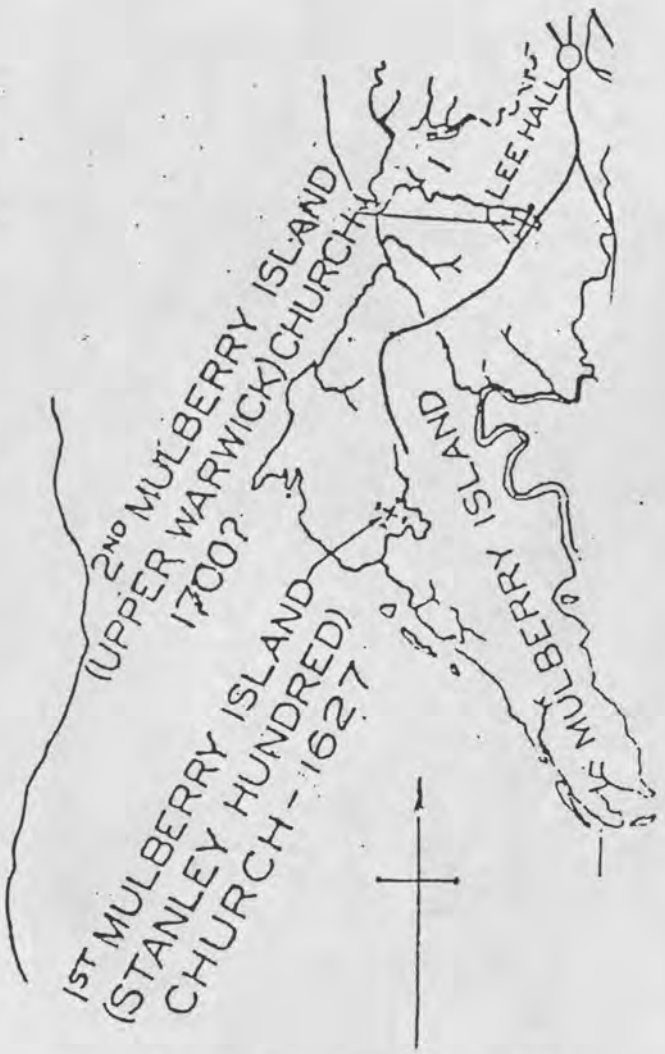
Bishop William Meade said there were two parishes on M.I., Stanley Hundred and Nutmeg Quarter (1643-56) (across the Warwick R.?). It was Waters Creek (1629-43) before then. We have no clear proof one was on M.I., as Meade said.

Over the years, the church names changed with the parish names, politically required by merging parish lines.

Not visited by the church heirarchy in England, Anglican church members began to be influenced by new church movements. The 2nd Mulberry Island church was abandoned in 1830 and Methodists used it for worship until the early 1900s. A Negro church group used it until before the mid 1900s.

The archaeological evidence is discussed on page 2 & 3.

p. 4 —Churches leave in 1918


LEE HALL
2ND MULBERRY ISLAND (UPPER WARWICK) CHURCH 1700?
1ST MULBERRY ISLAND (STANLEY HUNDRED) CHURCH - 1627
MULBERRY ISLAND

The hunt for the site of the lst Mulberry Island Church

The lst M.I. Church site "has not been determined, but is tentatively indicated" above. From Mason's Colonial Churches of Tidewater, published in 1945. Mulberry Island was being used by the Army Air Corps at Langley as a bombing range at the time of his visit and he could not enter the area. FEHAA members have scouted for signs of a church at several sites along Morrison's Creek in colder weather, and have found some signs, which only further work will prove it as real..

Historical series 1-6B, Aug 97
FORT EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Researched, written, and arranged by Dick Ivy, Yorktown, with the help of Gloria & Nick Rogers and published by FEHAA, P.O. Box 4468, Fort Eustis, VA 23604. Contact Ivy at 757 898-5090 , or e-mail at dickivy@two-rivers.com for changes.

1st Mulberry Island Church — Stanley Hundred

Sept. 8, 1627 - land grant to Robert Poole for 300 acres south of the Warwick R., easterly to land of Lt. Gilbert Peppett, west to the Church there erected and built. At proceedings recorded in **Hening's Statutes** at James City Court on Nov. 16, 1627, "The presentments of the minister and church wardens of Stanley Hundred were delivered into cort . . . under their hands. And also a register of marriages, burials and christenings."

Feb. 9, 1627/8 — Widow Lady Temperance Yeardley conveyed the land to Thomas Flint and by court order* Jan. 20, 1629 to John Brewer.

1634 - When Warwick River Co. (later Warwick in 1643) was created, the parish was renamed Mulberry Island Parish.

Aug. 17, 1635 — **Willis Heyley**, its "Clarke and Pastor", received a land patent of 250 acres at "Mulberry Island Parish" A second 250 acres, were granted on Dec. 8. One began at the place known as the Otter dams. It was a the land of Thomas Harwood now occupied by Daniel (or David) Lane. The court thought Heyley to be of "high character . . . and a reward for his faithful paines in the Ministrie exemplified by a godly and quiet life thereby seconding his doctrine," and "as a spurr and encouragement for others of his calling to pursue soe faire and bright an example." (McIlwaine) His wife was Eleanor; brother Robert Heyley. The grant made by Governor West was for his transporting 3 persons, Roger Hallcock, John Chawke and Michael Busher.

Nov. 1647 — A dispute arose to which church (Denbigh or Mulberry Island) tithes were to be paid. The General Assembly decided it would begin towards Denbigh on the north side of Brewer's land **including the mill land** on both sides of the Warwick river.

Dec. 26, 1643 — Capt. William Peirce received a 211 acres grant on Mulberry Island, "beginning at the mouth of the creek, near the Peirce's dwelling house, which creek divides this land from Baker's Necke where the church **now standeth**." (Nugent).

March 1661/2 — An Act of Assembly requiring a church "be decently built in each parish" would move the congregation closer to Lee Hall. It would be built of brick.

Aug. 27, 1667 — Dreadful 24-hr. hurricane 12' high waters driven by winds, buildings destroyed, etc. (from An Historical & Archaeological Report, Swem F24/H237654/1985, research by Gloria Rogers, FEHAA). The church may have already been abandoned before the storm.

May 14, 1669 — Patent to Thomas Aiken (Iken) for 1350 acres of the Pierce's tract of 1643, describes the land "as divided by a creek from Baker's Neck where the church **formerly stood.**"

* That information came from Parish Lines -- Diocese of Southern Virginia by Charles Francis Cocke, published by the Virginia State Library, 1964, Richmond, Va. Every parish in Virginia was to have a church and its minister was to be recorder of births and deaths as well. Much of the research was done by some FEHAA members in previous years, Nick & Gloria Rogers last year, and the editor.

2d Mulberry Island Church — Upper Warwick

Mar. 1661/2 — The authorized church would be 50'x25', later known as the "Upper Church of Warwick Parish". Foundation walls were **2 ft. thick..**

Apr. 16, 1683 — Robert Hubbard and Emanuell Wills, church wardens, £40 left in the will of Henry Filmer to buy a communion plate for the church from England. No record of having received it.

1702 - George Keath, most active Anglican missionary to America with the Society for the Propagation of the Gospel, received a grant which bordered the creek given his name, changed over the years to Skiffe's Creek.

July 1702 - Grand jury filed an indictment against church wardens of Mulberry Island and Denby parishes for failure to keep churchyards and churches in repair." (Warwick Co. papers in the State Library, Misc. court items, Item No. 110)

1724 — Rev. William Le Neve^ reported to the Bishop of London that he had 20-30 communicants at Jamestown, preached every 3rd Sunday at Mulberry Island parish church . . . where he had double the number of communicants, and a larger congregation." He received £30 for preaching at M.I, £20 at Williamsburg, and £60 at Jamestown. (Meade)

July 1724 — Merged with Denbigh, renamed Warwick Parish.
1750-60 — Court orders named surveyors from "The Upper Church" to points on M.I. (in a report to the Bishop of London)

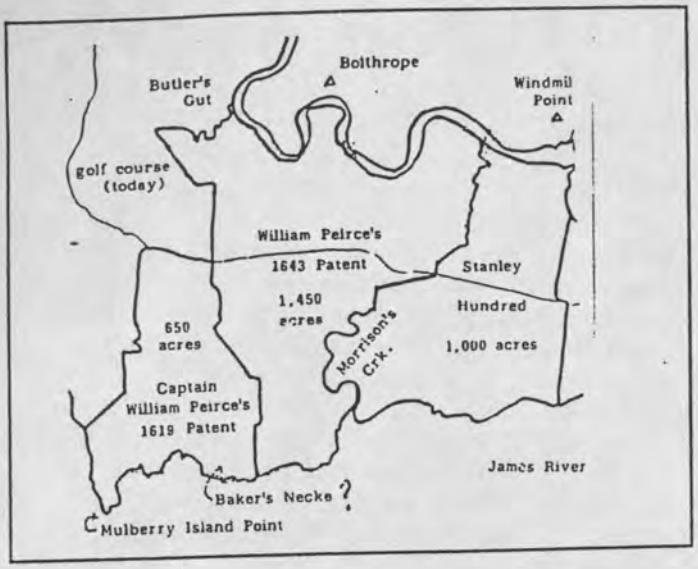
Oct. 18, 1812 - Burials still being made, Peyton Southall of Yorktown was interred near the tomb of his father and mother. John Wood and Thomas Butler of the Warwick Parish Church were officiating at Mulberry Island.

About 1830— Abandoned as an Episcopal Church. Methodists used it and later built a frame chapel on the opposite side of the road in early 1900. "Colored people" used the building as a church. The churchyard is covered (to this day) with white periwinkle and is still used as a burial ground *(see Fact Sheet, Mulberry Island Cemeteries)*. There are about 30 19th Century gravestones reported in 1984, fewer which remain today.

Near post headquarters is a historical marker concerning **church glebe lands**, here paraphased: *(see Fact Sheet 0.1)* In connection with the church here, there were Glebe lands which were set aside for the clergy during their incumbency. They were worked and stocked with necessary buildings, cattle and hogs, by the congregation. Under a Virginia Act all Glebe lands were dissolved after the Revolutionary War. Matthew Drewry bought 53 acres of them on Mulberry Isl.

Burgess House chaplain preached here

*William LaNeve came here in 1722 and ministered at James City and M.I. churches in 1724, and lectured Sunday evenings in Williamsburg for £20 a year. He had applied for and was appointed in 1723 as chaplain to the House of Burgesses, to read prayers at 10 a.m. daily for a fee of £20, still doing it in 1726. Still living in 1737 when he advertised the loss of an "old Pocket Book tied with a blew string" in the Virginia Gazette.



Hudson scoured 2nd church grounds

Dr. J. Paul Hudson, retired historian for Jamestown Island, led a FEHAA group in the summer of 1984 to carry out an archaeological "dig" at the site of the 2nd Mulberry Island Parish Church on Dozier Road from Lee Hall behind the bus station. Little in the way of artifacts was discovered, Hudson thinking trhat historiographer Mason had probably screened it thoroughly earlier.

Outside dimensions were 60'x25' Construction date was 1662 based reportedly on a church vestry record. No loose bricks were found, only rubble and broken pieces of glass which could not be pieced together. Pieces were mainly rectangular with a few pieces of what might have been diamond-shaped panes.

The church porch on the west side was 8'x9' on which one brick course remained. By probing with rods, piers were discovered not on an east-west axis. No colonial church was known to be constructed on piers. The site of the piers was 25' from the corner of the church. The smaller structure was of frame, 17' wide x 20' long. It was probably 18th c. and may have been for the rectory or glebe, Hudson thought.

Was Denbigh church like lst MI ?

Mason wrote an article in the **Virginia Magazine of History** about the First Colonial Church of Denbigh Parish (Warwick Co.) on "the eastern bank of the Warwick R. opposite the lower end of Mulberry Island." (Denbigh Baptist Church is its descendent). The Denbigh Church, built before 1636 of oak frame, was on an east-west axis, rectangular 50x34', the foundation being a foot smaller, and with a clipped gable roof. Its foundation of rose-colored broken quartzite was determined to come from England as ship ballast and was not set in mortar. Its floor of 7" red-brick tile (thickness 1.5") was set in mortar. There is some rock in the foundation, perhaps marl rock.

Mason says it was very close to the look of the Upper Church (Mulberry Island) of Warwick Parish.

1624 - London Co. charter cancelled.
Now Virginia government directly under king.
1627 - Stanley Hundred Church
1697 - Third York Parish Church (Grace) built..
1711 - Bruton Parish Church

Confusion about George Keech (Keith)

The prominent George Keith (1638-1716) came to America in 1702 as the first missionary of the Society for the Promotion of Christian Knowledge (S.P.G.) Raised as a Presbyterian in Scotland, he had been a Quaker in Freehold, N.J. He created a schism in the Society of Friends by the suggestion of introducing sacraments into the services and was disowned by the Society. He became a priest in the Church of England (Anglican) and returned to America, converting churches and establishing new ones from New England to Virginia. He preached on Sunday May 2, 1703, at the Kicotan Church in Hampton (Parish was in York Shire)*.

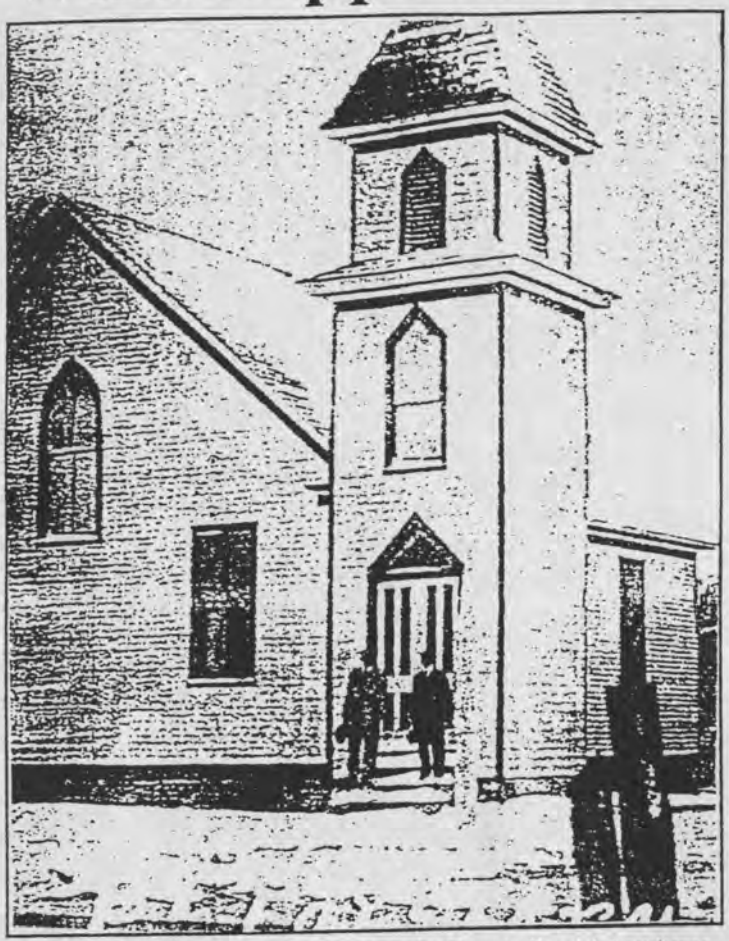
It was assumed that Skiffes Creek was named after George Keith, but the creek is mentioned in patents of 1630 (Keth's Creek). Chiskiack Parish church in York County was established in 1630. It was recorded that the curate in 1635 was George Keech (Keith), with the next one in 1639 when the church was built. Keech's glebe land extended to what is today Skiffes Creek. Perhaps Keech's son also was in the ministry.

* from The Church of England and the South.

Reference books mentioning Mulberry Island churches

Mason, George Carrington, historiographer of the Episcopal Diocese of Southern Virginia, Colonial Churches of Tidewater Virginia, Richmond, Whittet and Shepperson, 1945.
Nugent, Nell Marion, Cavaliers and Pioneers, Virginia State Library, 1979.
Meade, Bishop William, Old Churches Ministers and Families of Virginia, Baltimore, Genealogical Publishing Co., 1966. Reprint.
McIlwane, Minutes of Council and General Court

What happened to M.I. churches in 1918



The Colossian Church built in 1903 on the County Road (above) was severely damaged by a wind storm (hurricane) on May 5, 1914. Rebuilt in 1915, it had to move in 1918. The photo was taken in the winter before the storm. The fence posts (two seen at the right) supported a fence along the road. The men on the step are unidentifed, one perhaps the pastor. Photo reduced, cropped, from the back cover of the 1996 directory.

Old barn Colossian Church lst home*

In 1867, a group of men formed a church in an old barn on Follies Farm on Mulberry Island (reportedly near Felker Field), headed by Rev. Henry Harris. Others were George Taliferro, Phillip Conray, William Brown, John Turner, Edward Seldon, Richard Hughes, Roger Ray and some members of the First Baptist Church of Hampton.

First elected pastors: Rev. Walter Williams to 1872; Rev. Thomas Poole to 1887; Rev. Thomas Wright to his death in 1894, and Rev. Aaron Wyatt until 1910 (during which time the barn burned and the new church was built on County Road in 1903.) Rev, Frank Ashby served for less than a year, supplanted by Rev. David D. Harris (who served during the rebuilding of the church after the hurricane, and the moving and building of a new church away from Mulberry Island in 1918.)

Harris died as pastor in 1935. After many pastors and a growing membership, the Church built again in 1968, its present edifice. Its mortgage was burned in 1978.

* abbreviated from its history published in the 1996 Membership Directory, Colossian Baptist Church, and thanks to its several members.

Jefferson Park Baptist

When the U.S. Army acquired Mulberry Island as a WWI camp, there were about 1,000 people here, mostly black according to the history of the First Baptist Church at Jefferson Park, Hampton. Families had to relocate, some going to an area called the Colony, just off Fort Eustis Boulevard (where the Colossian Church relocated). Others went to the Denbigh area or to downtown Newport News, and others went to Jefferson Park.

The members of the Colossian Baptist Church, located on the County Road at Mulberry Island, split up to the various areas. The Jefferson Park church organized in the fall of 1918 with Deacon William & Lucy Wooten (Lot 27) and Mr. & Mrs. Samuel Harris (lots 77,74,72) the first in the church there.

The Harris daughter Ethel, raised on Mulberry Island and who married an Ash, was instrumental in getting them there. She was married to William Ash who was serving in the Army at Camp Stewart, Newport News. Many went to the new area set aside for black development, and soon after the homes, building a church was realized.

Warwick Methodist had roots

The Methodist Church on Mulberry Island was a one-room building on an acre of land and about 25 members, its location on the 1918 property owner map perhaps under another name. What furnishings there were of the church were moved to the Warwick County Courthouse, and the members worshipped at a non-denominational church. George Sykes in January 1920 donated the land on Hoopes Rd. for a Methodist church. The $3,500 from the Government for the M.I. church property, and $1,500 locally raised, was used to help erect a church. In Oct-ober 1921, the frame building was completed and Dr. D.G.C. Butts was the first pastor with services conducted twice a month. Sept. 26, 1931, the congregation was without a church again when lightning struck it burning it to the ground. They met in a school while raising money for the new building. It has been rebuilt several times since and is today the Warwick Memorial Methodist Church. *(from a dedication program of their educational building in January 1967).*

True Reformers had two churches

True Reformers had a church (#81, .5A) two lots from the Colossian Church (#83, .6A) on the county road (now Mulberry Island Road across from and near the Golf course.) and another lot (#20 1/2, .14A) cut out of L. T. Wright's property. Not much is known of them. The Church behind the bus station was known as Warwick Chapel. (#130, 1A) 1918 isn't that far back. Perhaps someone has records concerning these churches.

Years of history reclaimed —

The Fort Eustis Historical & Archaeological Association

The organizational meeting took place at noon, **June 10, 1965**, at the NCO Club (on the circle).

Post historian (at that time) Emma Jo (Jody) Davis explained the purpose of the association to the assistant commandant, "to stimulate interest in the history of Fort Eustis and to provide a nucleus around which those already interested in historical matters may work," and "help increase appreciation of the installation's vast historical heritage and foster a spirit of pride in this installation." Her memo got a thumbs up. *(See more on the 1965 birth on p. 2)*

In the early years of FEHAA, many papers were published and contacts made to collect records. (Col. USA, Ret.) Arthur & Dorothy Vollertsen of Williamsburg wrote many papers which FEHAA combined in a soft-covered book Mulberry Island Families: the Carys and the Peirces in memory of him, and Who Was Who: Warwick County 1782-1890, a 1" compilation of census records. They are available in most libraries. Some of the papers on the Carys and Peirces are planned to be republished as pages in the compendium.

Area historians, architects, and archaeologists were often speakers at the FEHAA monthly meetings, adding to the general knowledge of area history and creating a bond between history-oriented associations and foundations, historians and museums of the area in those early days, a goal lost in the frequent change of leadership.

History Day was created in 1966 for the concentration of historical subjects and touring historical sites on Fort Eustis. Special celebrations are substitutes for the day. There have been and are now opportunities for archaeological research. The Civil War's Fort Crafford was a good example of this in the early years of FEHAA where the foundation of the Crafford House was un-covered and measured, then covered again. With records in the Historian's Office and at FEHAA, there is opportunity for research and inclusion of it in fact sheets.

Saturday. May 21, 1994. FEHAA staged a dedication ceremony with the conservationists who worked on the Mat-thew Jones House, the Army, and a number of Jones family descendants present, and moved in promptly to provide docents weekends and by arrangement by an agreement with the Army, and an opportunity to bring collections of photos and historical and administrative documents together.

Historical series 0.3A -July 97
FORT EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Researched, written, and arranged by Dick Ivy, Yorktown, and published by FEHAA, P.O. Box 4468, Fort Eustis, VA 23604.

Past presidents

Col. Robert H. Calahan	Jun 65- Jun 66
Lt. Col. Hugh H. Rutledge	Jun 66- Apr 67
Col. James M. Enmeier	Apr 67- Sep 67
Sgt. Norman A. Davis	Sep 67- Nov 67
Col. Thomas A. Roller	Nov 67- Jun 68
Lt. Col. James F. Hill	Jun 68- May 69
Lt. Col. William C. Carter	May 69- Jun 70
Col. Reed A. Booth	Jun 70- Sep 71
Col. Philip V. Whitley	Sep 71- Aug 72
Col. Harold K. Whitaker	Aug 72- Jun 73
Col. Orman E. Hicks	Jun 73 - Jun 74
Lt. Col. B. J. Maynard	Jun 74 - Nov 74
Col. George G. Mosgrove	Nov. 74 - ?
Col. R. Frank McCormack	76 - Apr78
Col. James D. Rockey	78- 83
Col. Harry K. Stevenson	Oct. 83- 86
Lt. Col. John DePerro	86 - Jun 87
Col. Dan Shellabarger	Jun 87 - Jul 91
Lt. Col. Dennis Benfer	Jul 91 - Jun 92
SFC (Ret.) Dick Ivy	Jul 92- Jan 96
Lt. Col. (Ret.) John Curry	Jan 96- present

What's available for sale at the Matthew Jones House.

Who Was Who. Census and tax records of Warwick County 1782-1880. Published by FEHAA and printed by Newport News with their Bicentennial Commission. $20.

Mulberry Island History compendium. 4-page graphic histories . 50 cents each.

Video: Matthew Jones House: A Landmark in Peril. 1985. $15 Also about Webb family.
Video: Matthew Jones House: after house restored. E. H. Hamm. $20.

Abraham Eustis: A Distinguished Light— A Biography of an 1800 Artillery General, by Dick Ivy. Eustis was commander at Fort Monroe 10 years and served all along the east coast. $25.61w/ Va. tax. *A portion of the price of the book goes to FEHAA.*

The Warwick Beauregards by John Curry, 85 pg. of history and personalities of Co. H, 32d Va. Regt. CSA, $10, total to FEHAA.

Monies go into house account for future support, programs.

Digging the past

The first archaeology at Fort Eustis was done by Floyd Painter, an Army sergeant during WWII, on the edge of what is now Eustis Lake, and found a Woodland Indian site that was used for a long period with shell middens, potsherds, and points. It was recorded in the Archaeological Society of Virginia quarterly and he was a speaker since. (see photo below)

During FEHAA's history, a license was given by the Secretary of the Army on April 1, 1974 for 3 yrs. to dig trenches along the foundation of the Crafford (pronounced Crawford) House ruins and make test holes in the cellar not to exceed 2' in diameter at Fort Crafford. Dr. J. Paul Hudson, then curator of the Jamestown-Yorktown National Historical Parks, was in charge of the work.

In 1975, Dr. Mary Beaudry did a survey along the rivers and found 20 sites.

The Mid-Atlantic Archaeological Research Associations (MARR) of Williamsburg, was contracted by the Army in 1983 to do a 12% statistical range. Actually it turned out to be 22%. They discovered 70 historic and archaeological sites. Two years lapsed and MARR was asked to finish the survey and do a 100% survey. This time, ending with 214 sites, 14 of which were sites 6,000 to 2,000 B.C. There were 49 Woodland Indian sites on or near the Warwick R. Tony Opperman, a frequent speaker at FEHAA in the '70s, was part of that team.

Twice in its first five years, FEHAA worked the Fort Crafford site and uncovered the Crafford House foundation, the Davis-Kimpton brickyard, and Hudson led a dig at the 2nd Mulberry Island Church. During 1994-5 winters, John Curry led digs at Land's End and uncovered the foundation of the P.H. Wright home on Morrison's Creek. (see p. 4) Since then, finding the site of the lst Mulberry Island Church has been very important.

The first chapter of FEHAA

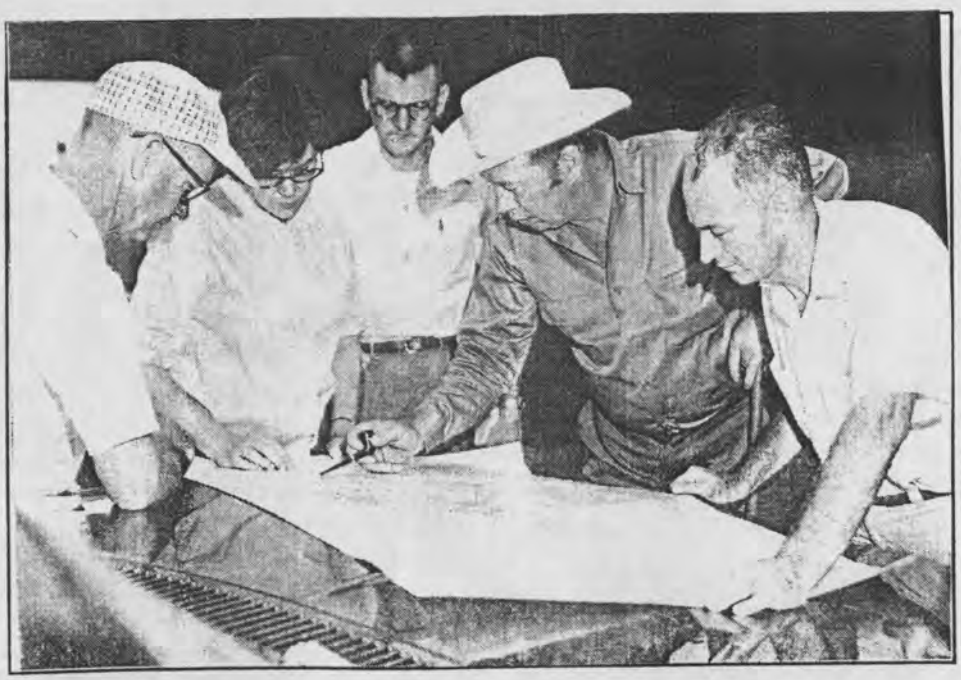
The first meeting was June 10, 1965 with 15 people present. SFC Dick Ivy, post Public Information Office NCO "described briefly the circumstances leading to the idea of the organization." Jody Davis, post historian, spoke on the historical background of Mulberry Island and the need for a formal effort to preserve the existing historical knowledge of Fort Eustis and to explore and make available . . ." to others. (from the records).

A nominating officer was appointed, and on June 24, the slate was elected by 16 present.. Col. Calahan was elected president; Col. Rutledge, lst VP; Ivy, 2nd VP; Secretary was Ruth M. LaPointe, post librarian; treasurer, Capt. Robert M. McCleave; and program chairman, Jean M. Gray (Col., Ret.).

The Jones House was designated a Virginia Historic Landmark and National Historic Building in 1969. Fort Crafford was designated a National Historic Place in 1974.

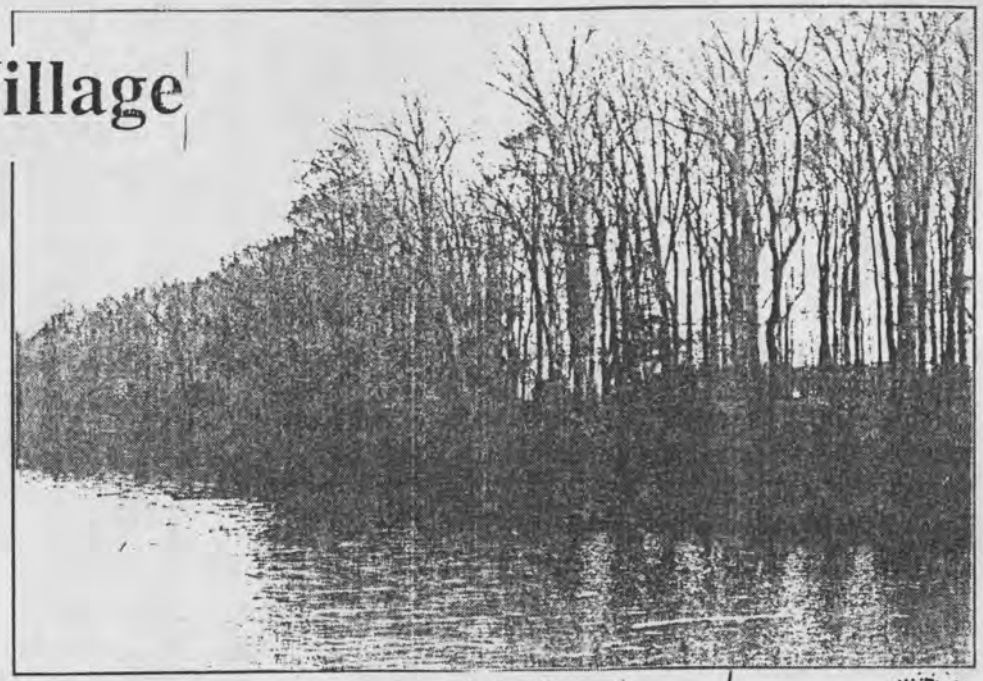
FEHAA's goal of erecting historical markers.

The first was erected in 1968 by FEHAA. In 1977, the last by Newport News about Glebe lands. Newport News historical under the leadership of the late Alexander Brown got the money and work for 8 of them. For years, the markers and the sites were principal stops on the Newport News Tour, for which Fort Eustis public affairs officer Lt. Col. Fox McCarthy and Ivy were a part of that committee. *(See Historical series 0.1)*



On the wooded shore of Lake Eustis, once a cove of the James River, some of the first FEHAA officers become acquainted with Indian sites pointed out by Floyd Painter. L-r, Rutledge, Jody Davis, ex-officio, Ivy, Calahan. (U.S. Army Photo, 1966)

An Indian Village at Mulberry Island



The village died before Capt. John Smith made his map and visits — no pipe fragments!

On three points of land about an acre apiece overlooking present Lake Eustis and opposite the Outdoor Recreation Center, early Algonkian Indians lived for a time in **"quite an extensive village"** which was used off and on, and for **"a short period of time"** evaluated by the **single thin strata of artifacts.** It was located one half mile from the James River accessible by a creek through the woodland marshes (now enclosed as Lake Eustis by an Army Reserve Engineers unit some years ago with Taylor Avenue).

The site was discovered by Master Sgt. Floyd Painter assigned here during 1950, an archaeologist for the Norfolk Museum and since has been past president of the Archaeological Society of Virginia. He named it **Warwick Site #1** and published the project in its Quarterly Bulletin in June 1955.

Painter located the site by studying the areas which had ready access to the waterways, yet were somewhat secluded, plentiful in game and fowl habitation, and offering good drainage to provide a dry campsite.

There are three small seepage springs in each of the draws separating the points of land. Test pits sunk on each of the three points and around the heads of the separate draws indicate the size of this village.

Each of the pits yielded potsherds, quartzite chips, broken stones, and charcoal. The **western-most** of these points was chosen for excavation as it seemed to be the richest of the three. Painter says just a **very small part**

You walk past history on the Lake Eustis Nature Trail

was excavated. A larger, more complete, archaeological dig, might show more of the village, he wrote. It was evidentally pre-European culture because no tobacco pipes or pipe fragments were found so far. He dug an area 50x30 ft., 20 inches down on flat land and 10 on the slopes due to erosion there.

A very large Virginia poplar tree stood until cut in 1961 by loggers just to the left of the early Indian campsite. Counting the tree rings, this white tulip poplar was a sapling 235 years ago.

What happened to Painter's artifacts, see p. 2
Some features of the village site uncovered, p. 2-3

Woodland Indians thrived 500 BC-AD500,
Mid-Woodland, AD 500-AD 1000.
Late Woodland to AD 1600. M.I. village evidentally not in existence on the Capt. John Smith map.

Historical series 1.1A - Feb. 97
FORT EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Edited and arranged by Dick Ivy, Yorktown, using material from Quarterly Bulletin, Archaeological Society of Virginia, June 1955, "Warwick Site #1," by Floyd Painter, adapted, and using other information, published here by FEHAA, P.O. Box 4468, Ft. Eustis, VA 23604.

The details of the dig at Warwick Site #1

By Floyd Painter

The digging was done on a vertical face through 6" of dark loam topsoil, 10" of light yellow sandy soil and extending " into the orange-yellow clay. These figures pertain only to the level area, depths of loam and sandy soil becoming less on the eroded slope.

The lower 4" of yellow sandy soil yielded 75% of the artifacts unearthed, the remaining 25% scattered at varying levels from the surface to 3" into the underlying orange clay. This scattering due to intrusion of tree roots into the stratum containing the artifacts.

What happened to Painter's artifacts?

One of the items reconstructed from 213 related pieces found during Painter's digs there was an Indian Cooking Pot, grit tempered and cord marked. It was presented as a gift by Painter to the Norfolk Museum in 1955.

Floyd Painter was a speaker in the early days of FEHAA and met with FEHAA officers. I have seen his dioramas and the pot at the Norfolk Museum (later converted to an art museum, Chrysler Museum). Some said that the artifacts were given to Old Dominion University, but an official there said they could not find anything identifed as a pot from Mulberry Island reconstructed by Floyd Painter

There are about a dozen pieces of pottery on display from the Painter excavation at the Matthew Jones House. Perhaps more will show up. A diorama by Painter has been located at a Virginia Beach park on Rte 60.

A memorial display to Painter who died Feb. 11, 1994 at 74, is at the Life Saving Museum at Virginia Beach. He has 3 grown children, two daughters in the area. We appreciate Pamela Painter's remembrances.

What Indians occupied it?

There were 20,000 linguistically-related Algonkian Indians living in Tidewater when Capt. John Smith made his map. They wore the skins of wild beasts, hairy in winter and without in summer. They wore **ornaments of copper**. Some wore white beads, others had painted designs on their skin. The poorer ones wore clothes of grass and leaves. Their bodies were smeared with a preparation made from ointments and the juices of certain fruits.

Most of the tribes were part of the Powhatan Confederation which was weakening by now. An Indian town across the James River on the north side of Mulberry Island was the Quioughcohannock. Perhaps they crossed the river trying out new areas. Or it could have been from the wide ranging Chickahominy tribe.

The site had been previously believed to be a hunting campsite, but study of the findings reveal a more intensive use.

No bone or shell was found in the stratum but, on the easternmost point of land a small deposit of shell was found extending down a steep slope to the ravine bottom. This midden or dump consists of scallop, periwinkle and oyster shells, the oyster in predominance. Small weathered bit of pottery was in the shell midden. Digging in the shell dump yielded nothing of value.

The following are the features listed on the chart of the excavated area:

* **Feature 1** - A large pot approximately 18"x18", medium thickness of sides, very hard composition, orange-yellow clay, course quartzite sand tempered, fire blackened around top portion. Thin rim, thick base. Deeply marked with cord-wrapped paddle, twisted cord plainly visible. Cord marks angle to right of perpendicular. Pinch-marked around top with the thumb and index finger of the left hand, thumb print on the outside. These prints are 3" from the top rim and 2-1/2 to 3" apart. This pot is about 2/3rd reconstructed [from the pieces].

* **Feature 2** - Medium-sized pot approximately 14x14", medium thickness, soft composition, gritty texture, yellow clay, fine quartzite sand tempered, fire blackened around top portion, thin rim, medium thick base. Deeply marked with cord-wrapped paddle, cord marks angle to left of perpendicular, about 1/3rd reconstructed.

* **Feature 3** - Medium-sized pot approximately 15x15", very thick sides, hard composition, yellow clay, very course quartzite sand temper. Course textile impressed design, no fire blackening. Round punctuations around outside circumference, punctuations 1/4" in dia. and penetrating 2/3 of thickness of sides. Punctuations 3" from the top rim and 1-1/2" to 2" apart. Very thick base. About 1/4th reconstructed.

* **Feature 4** - A large pot approximately 14" in height, 18" in dia. at the rim. Medium thickness of sides and bottom, soft light composition, yellow clay. Round bottom, constricted neck and flaring rim, resembling Point Peninsula type, very fine cord-wrapped paddle marked, cord marks angle to left of perpendicular. About 1/2 reconstructed.

* **Feature 5** - Small pot approximately 12x12", very thin, yellow clay, very fine quartzite sand tempered, fire blackened around top portion, thin rim, sides and base. Not impressed, net mesh 3/8". About 1/8th reconstructed.

* **Feature 6** - Small pot approximately 12x12", medium thickness, hard, red clay, course quartzite sand temper, fire blackened around top portion, medium thick base. Medium textile impressed design. About 1/8th reconstructed.

* **Feature 7** - Medium-sized pot 14x14", thin, very hard composition, red clay, corn cob impressed design, scalloped (pie crust) top edge, very light in weight. About 1/8th reconstructed.

* **Feature 8** - Possible discoidal (Tchungkee stone) 4" in dia., 1" thick at the center, light yellow quartzite, abrasions around the edge, smooth finish. This could possibly be only a riverworn stone as it is not quite a true circle and lacks indentations at the center or any definite signs of having been worked; however, it rolls quite well and could have been used as a discoidal.

* **Feature 9** - Hammerstone - a river-worn yellow quartzite stone, brown patination on one side, definite signs of having been used as a pounding instrument, pecked and abraded on both ends and one side. 7" long, 4-3/4" wide at the widest point, 2-1/4" thick.

* **Feature 10** - Chipped red quartzite stone, 4" long, 1-1/2" wide, one fairly straight edge - possible scraper, possible discarded blank for spear or projectile point.

* **Features 11, 12, 13** - Unfinished quartzite projectile points, crudely chipped, found within 6" of each other in test trench.

* **Feature 14** - Small chunk of red ochre about 1" dia., smooth on one side as if scraped; very soft.

* **Feature 15** - Small bed of charcoal approximately 12" in dia. 3" in depth, same level as potsherds.

* **Feature 16** - 5 post molds, about 4" in dia. Molds start at level of orange-yellow clay and extend to a depth of 15" into the clay, arranged as shown in plan of excavation, approximate width between rows 6'; molds about 24" apart. Rows run almost due east and west.

* **Feature 17** - Layer of broken, fire-blackened stones, 10 in number lying near charcoal bed (Feature 15), mixed quartzite stones and chunks of bog iron.

* Feature 18 - Small bed of charcoal approximately 18" in dia., 2" in depth. Same level as potsherds.

Broken fragments of stone, bog iron, quartzite chips and potsherds of six pots not mentioned as features were found scattered over the whole excavated area. These potsherds were not found in sufficient number to attempt reconstruction and were not concentrated in any given spot as were the potsherds featured. Sherds of pots Features 1-7 were also found outside of the areas of concentration. The sherds of the pots featured were not sufficient in number to permit total reconstruction of any of them.

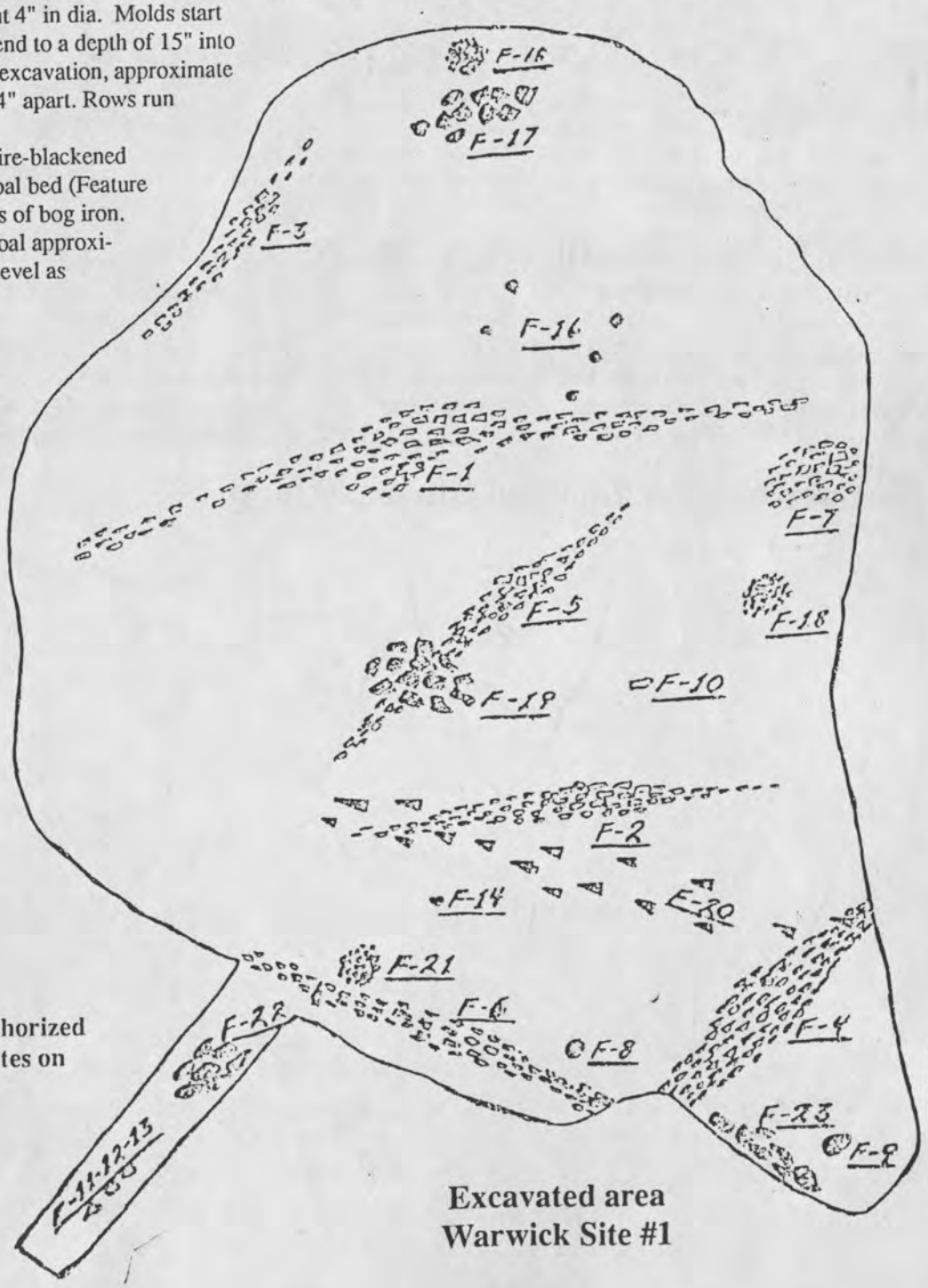
* **Feature 19** - Layer of broken stones, 13 in number, mixed with potsherds of Feature 5, mixed quartzite and bog iron.

* **Feature 20** - 16 quartzite arrowheads lying at the same level as other artifacts, found in an area 20x5' as shown in the excavation chart. **Odd feature: all arrow tips pointed southward.** All arrowheads shown **natural size** in drawing on p. 4. Arrowhead 15 was found at a lower depth than the others, 3" in orange clay between Features 22 and 21..

* **Feature 21** - Small bed of charcoal approximately 18" in dia., 3" in depth, same level as other artifacts.

* **Feature 22** - 7 broken quartzite stones near mouth of test trench, same level as other artifacts.

* **Feature 23** - Broken quartzite stones and bog iron chunks, 7 in number, in artifact stratum near Feature 9.



Excavated area
Warwick Site #1

Federal law prohibits the unauthorized disturbance of archaeological sites on Federal (military) property.

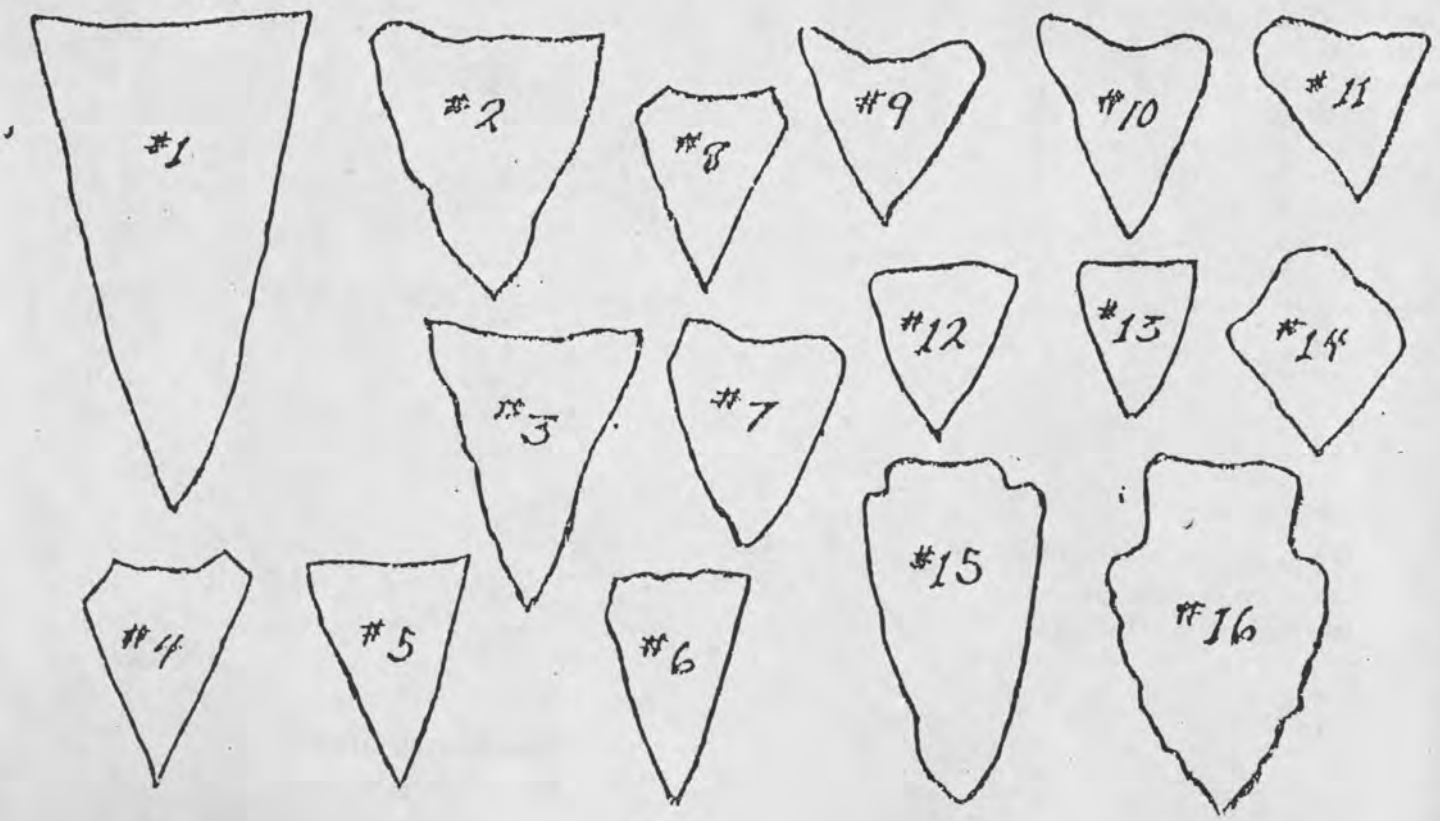
Floyd Painter (center) points out the Indian site on a map atop a vehicle hood adjacent to the Indian site. Left to right, FEHAA officers Col. Hugh Rutledge, lst VP; Emma-Jo Davis, post historian and ex-officio, SFC Dick Ivy, 2nd VP; Painter; Col. Robert Calahan, president. (U.S. Army photograph).

Looking at the site through the trees across the branch

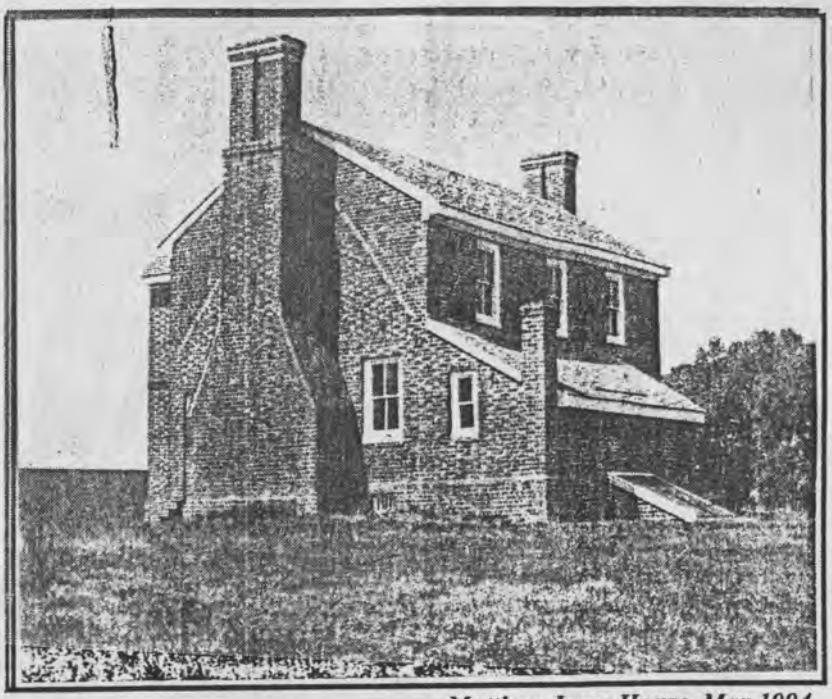
Many Indian sites through the ages at Mulberry Island

Tidal creeks and marshes seemed to be ideal sites for Indian presence. Six major middle Archaic Indian sites and 9 late Archaic sites were identified on Mulberry Island. Early and Middle Woodland Indians fell into two classes, about 15 sites exploiting the shellfish availablility, and 14 temporary sites (perhaps for hunting), according to a reading of the Fort Eustis archaeological survey made by Tony Opperman and Harding Polk II of the Mid-Atlantic Research Associates of Williamsburg in 1988. The late Woodland Indians were identified as being at 9 interior sites and 3 larger camps at Skiffes and Blows creeks, and on the Warwick River. Many sites are identified as temporary and some as basecamps.

Exact-size points found at Site F-20 on p. 3



The Matthew Jones House — *then*



Matthew Jones House, May 1994

On a knoll 25 ft. above sea level, 700 ft. due east of the James, and above the marsh-land creek now changed into Eustis Lake, some 220 acres of property was owned by Matthew Jones. The land had once been part of a grant or patent to Capt. William Peirce in 1619.

The original house was a frame structure between two large chimneys and with plaster walls, perhaps in 1680.

In 1729, a Matthew Jones enlarged it with brick to 30'9" x 21'4". It was raised to its 2nd story in 1893 using brick from the 1725 kitchen. Despite the new owner Baptist elder-minister Rev. William R. Webb having Jones' name and date reinscribed in the 2nd story brick when the marble plate over the kitchen door was broken in moving, the area was known as the Brick House Farm *not* the Matthew Jones House.

On March 15, 1918, it was purchased along with other Fort Eustis properties by the Army. When the Army returned at WWII, it promised Peninsula civic bodies the house would not be disturbed according to a Sept. 6, 1940 **Times Herald** (N.N.) article, but due to the shortage of housing at the post, modernized it slightly for a WWII family. The Fort Eustis Historian Emma Jo Davis, FEHAA, and others over the years, encouraged its conservation. *(see p. 2)*

The Jones House was located in Mulberry Island Parish once a part of Elizabeth City (Hampton) Shire. In 1634 the Colony created more shires based on population centers, it became part of **Warricke River Shire.** In March 1643, it was shortened to Warwick County. In 1952, Warwick became a city, but was merged with Newport News six years later in 1958.

Declared a Virginia Historic Landmark Apr. 21, '69 and was placed on the National Register of Historic Places* Jun. 11, '69 an American Historic Building (Code 08) Nov. 20, 1969, filed in the Library of Congress

Now — an Architectural Museum

Before 1993, The Corps of Engineers, Norfolk, came up with the money and supervision, and hired the National Park Service Williamsport Training Group (Md.) to realize a design created by John Paul Hanbury, a Norfolk architect, to highlight the three historic periods, and Willie Graham, curator of architecture at Colonial Williamsburg, who did the historical research and consultation. The work began in 1993 and was completed later that year. Owned by the U.S. Army, the house is shown and used by a written agreement with the Fort Eustis Historical & Archaeological Association.

* Combined register of the Amer. Assn. for State & Local History, Nashville, Tenn., the National Park Service and the National Conference of State Historic Preservation Officers, the last two with Hq. in Washington, D.C.

Dedicated by an official ceremony 10 a.m., Saturday, May 21, 1994, (see inside) **as an architectural museum house and docent office (upstairs) of FEHAA. It was decided by the FEHAA board of directors and its member curator to have rooms with appropriate memorabilia of the Jones and Webb families who lived there and the history of Mulberry Island to make the house more appealing to a wider audience.**

ITS FAMILIES OVER THE YEARS PAGE 3 & 4

Historical series 1.3B - Sep 96
FORT EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Information compiled and arranged by Dick Ivy, Yorktown, and published by FEHAA, P.O. Box 4468, Fort Eustis, VA 23604. Corrected from Dec. 94. Comments, corrections welcomed.

A miracle at Fort Eustis

It was a sunny day, Saturday, May 21, 1994. Nearly 100 military, FEHAA members, community friends, and Jones family descendants from Atlanta, Norfolk, Charleston, Newport News and Williamsburg, gathered to see the post commander receive the house completed by conservators. The general praised FEHAA for its watchcare over the years. The chaplain blessed the House, workers, and guests in prayer. The Fifes & Drums of Yorke Town played colonial music on its plaza and the Yorke Town Crier rang his bell for such an auspicious occasion. Tours of the house followed.

Artifacts found in MJH: Nails, Listerine toothpaste tube, wooden nailer peg, thread spool and hair curlers, fountain pen cap, silver plated spoon, ink well, plastic baby bottle, drinking glass, lantern, ridge cap flashing, copper, two bottles, and glassware pieces.

Dedication of the House: (L-r) Chap (Capt.) Suk Jong Lee; Dick Ivy as emcee; Jim Melchor, Corps of Engr. Norfolk, house project director; John Paul Hanbury; Maj. Gen. David A. Whaley, comdg. general , FE; and Lt. Col. Dan O'Brien, chief of Public Works. (photo by Richard Dunn)

Interest in saving the house goes back to 1923

From research by USAF Maj. Clifton J. Everton, Jr., FEHAA

1923, Mar. 20 - Ltr. to SecWar from lst Dist. Rep. Andrew J. Montague requesting designation of the Jones House as a national monument under the Act of June 8, 1906, on behalf of the Assn. for the Preservation of Va. Antiquities (APVA).

1923, Mar. 23 - Ltr. to SecWar from Rep. S. O. Bland asking same thing, but also commending Col. Clark, post commander, for discontinuing use of the Jones House as a powder magazine.

1933 - Reply from SecWar to T. J. Wertenbaker, professor of history at Princeton U.,who had asked to restore the house to its original form, said that it would require Congressional appropriation, and since a bill was in Congress to transfer Eustis to the Justice Dept, it is not "advisable."

1940, Sept. 9 - Ltr., Robert F. Nelson, public relations counsel, Va. State Chamber of Commerce, to Mrs. Archibald McCrea, Carter's Grove. He relayed concern of Maj. Raymond Bottom, publisher of the Times Herald-Daily Press, on the potential destruction of the house by the government, seeing the Army Air Corps was using the area as a bombing range. He wrote that Bottom also took the matter for some reason unknown to officials of Columbia Pictures.

1962, Feb. 13 - General Orders #12, Fort Eustis, designated the MJH as a historic site.

1965, Oct. 19 - Ltr., Emma-Jo Davis, center historian to Noel Hume, CW dir. of archaeology, requesting an architectural and archaeological study of the house, expressing concern over the rehabiliation and limited funds for preservation. Hume said in a reply letter Nov. 15 the house was of "major importance" but that other commitments prevent any help from Colonial Williamsburg.

1969, June 11 - House placed on National Registry. Public Law protects house from "inappropriate intrusions from any Federally financed or licensed activity."

1969, Sept. 29 - Ltr., Edward F. Heite, archaeological historian to Mrs. Davis, expressing fears of mortar and brick cracking and the possibility that the back wall may fall off. He also stated he thought the original frame house was built between 1660 and '85.

1970, Mar. 10 - Ltr., Frederick Herman, committee chairman, Preservation of Historic Bldgs., Va. chapter, AIA, to Mrs. Davis reemphasizes need for repair or replacement of the roof, exterminating termites and sealing of all entrances, and to "find a use for" it and "be occupied" as the best policy.

1970, Jun. 3 - Ltr., Calder Loth, architectural historian, Commonwealth of Va. to Mrs. Davis of FEHAA that the Landmarks Commission expresses "favorable interest" in possibilities of acquiring the MJH.

1971, Dec. 10 - Capt. Betty Lou M. Fink of First U.S. Army, Ft. Meade, Md., in response to an implementing executive order (11593) Inventory of Historic Places, recommends preservation because it "is of such an age as to be significant to the early development of the nation."

1972, Sept. 28 - Eustis CG MG Howard F. Schiltz to Henry Clay Hofheimer II, Southern Materials Co., Inc., who had expressed concern for the building, mentions he ordered a study of the structure, funding and Federal/Army statutes and regulations.

1984, Jan. 31 - MJH Architectural report by G. Alan Morledge, AIA, points out deterioration of the house, especially from the roof.

1986, May 31 - Chief of Staff Col. Tancredi requests of Directorate of Engineering & Housing, to protect the house from lawn mower crews and get a temporary fix to the roof to prevent further water damage.

1984, Sep 14 - American Institute of Dendrochronology, Inc., Blacksburg, Va., reported that the main structure was built in 1729 and not 1727. The proposal had been made in July 1983.

1987, Jan. 22 - Allen Morledge wrote to Carl Cannon, post historian , reemphasizing the continuing damage to the house calls for a temporary roof covering as a minimum stop-gap measure. "Precipitation enters now along almost the entire front slope of the roof. . . At this rate, without any preventive measures, the structure of the house is greatly threatened and costs to stabilize or restore the house will become higher."

1989 - A temporary roof was placed to prevent further damage.

1993, Oct. - A meeting at Eustis Dir. of Public Works to decide on how to proceed on conservation of the house. FEHAA present.

Once thought of as being built in 1650, the sign hails it as America's oldest house. (photo courtesy of the USA Transportation Museum)

Headquarters for the Webbs

In a story in the **Daily Press** June 2, 1963, it mentions eldest son Noah Webb, an electrician in the NN Shipyard (lived in Hampton) and Robert Webb, the youngest son, a pharmacist, 65, who was born at Brick House Farm on Mulberry Island in 1899 where an "early brick factory once stood", and later lived in Stoneybrook.

Rev. William Robert Webb, Baptist minister, d. 1909. He had established the 3rd Grafton Baptist Church (1877), the Emmaus Church in Poquoson (1878) and also ministered in Williamsburg, and while pastor of Big Bethel (now Bethel) Church (1875-1881, 1882-1892) met, married Mary Elizabeth Williams at the Todd Estate in Tabb. Webb was well thought of at the church and was active at the association of churches level.

Rev. Webb joined the Confederate Army at 14 and later attended Richmond College and the So. Baptist Theological Seminary in Louisville, Ky. The veterans of the Civil War met at Webb's home in Hampton before Webb moved to Mulberry Island. The Webbs had 12 children, but in 1963, only two sons and 3 daughters were left here. The younger kids slept in the shed room alongside the house (see photo above).

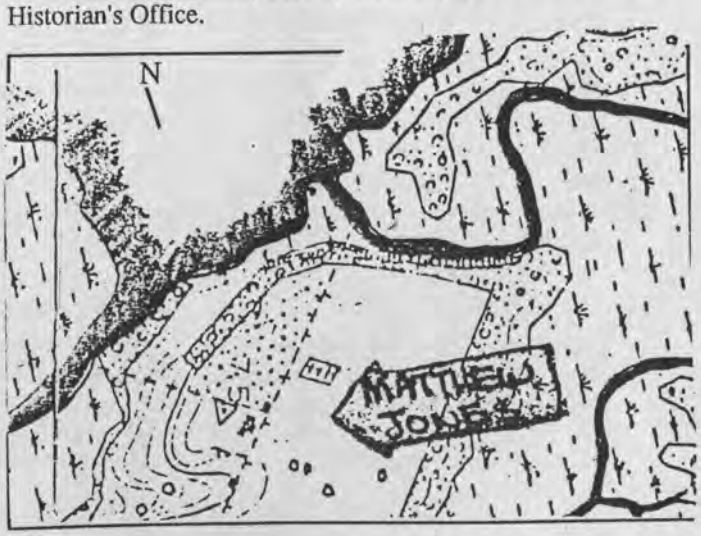
Ten families lived on Mulberry Island, including the . Craffords, Miners, Wrights, and old houses including a frame house where Cap't Charlie Digges lived. The old Jones family graveyard and an artesian well were mentioned. Fannie Wright also said there was a gravesite 100 yards from the house. Matthew, William S. and Wm. B., and many other Jones are buried there, she said. It has not been investigated since.

The kitchen was 40-50' from the house on the south side.

Two miles away there was a frame school house. Teachers were Ms. Mattie Hogg of York Co., Ms. Lottie Curtis of Lee Hall, and sometimes Ms. Clements who lived with a family during the week, and went home to Newport News on the weekends.

Estelle Webb Powell of Richmond visited here. She was born at the house in 1903, the daughter of Rev. Webb who died in 1908, said. The truck farm did very well in 1908 with an onion crop that brought $1,000. He also had a line of nets 600 yards out into the James R. Some 21 locust trees on the property, very fragrant. Estelle's mother had a flower garden of moss roses two wooden steps down into her mother's flower garden. The half-circle entrance stairs were added after the Army bought the property. A Lt. and a Sgt. lived there 1920-32 and it was an officer's quarters in WWII.

The map below shows the the MJH, and the graveyard 150 yds. away, over which was built a railroad bed and Harrison Road in 1918. Ms. Wright said the graveyard was really only 100 yds. from the house. The Millstead property map (shows MJH and the gravesite) below, from the files of the Ft. Eustis Historian's Office.



"Matthew Jones House - A Landmark in Peril", a 21 min. VHS video tape is available for sale at the MJH, $10. Made before the current conservation.

The Jones families

FEHAA is in the process of collecting genealogical data on the Jones family and would appreciate any additions and/or corrections from all who are willing to share. Copies of supporting documents will be particularly prized and added to the collection secured at the Matthew Jones House. Write Sherry Brown Tyler, FEHAA secretary-director, who provided the following, at the FEHAA address, or call 877-6531.

Matthew JONES was paid 200 pounds for public service in 1682 (Journal of the House of Burgesses).

Matthew JONES and wife Elizabeth (sister of George ALBRIDGTON, deceased, are mentioned in item dated 1697-8 (Old Warwick County record book).

York County Deed of 1687 from Samuel SNIGNALL of Poquoson (Also Charles Parish, York Co.) to Matthew JONES of the Parish of Mulberry Island, Warwick Co., for a water mill (commonly called Poquoson Mill) at the head of the New Poquoson River.

The will of Matthew JONES was proved in Isle of Wight County on March 25, 1727/28. Many researchers feel this Matthew was the son of Matthew JONES and Elizabeth ALBRIDGTON. In this will Matthew mentions his wife Elizabeth, daughters Ann, Marget and Agathy, in addition to sons Britton and Servant [Scervant]. Servant was young and was to be brought up in the Fear of God out of the profits of the estate. Matthew left his "tract of land in Warwick County left to me by my father" to his son, Servant. To Britton he left 140 acres in Warwick Co. which Matthew had bought. It is believed that Elizabeth his wife and executrix of this will, was sister of Thomas Day, as in his will (Jan. 19, 1723 Upper Parish of Isle of Wight County) he mentioned sister JONES and brother-in-law Matthew JONES and 3 daughters of Matthew JONES. Elizabeth had first married Capt. Nathaniel RIDLEY, sheriff of Isle of Wight in 1714.

Servant Jones (d. 1772), son of Matthew and Elizabeth Day RIDLEY, served as Justice of Warwick Co. His wife's maiden name is said to have been ALLEN and their children have been listed as: Allen JONES, a prominent merchant of Yorktown; Servant JONES; and John JONES, justice of the peace of Warwick Co.

John, son of Servant, married Mary HUBBARD, daughter of James HUBBARD and Elizabeth (FILMER), who had first married a Mr. ROBERTS. John and Mary's children were Sarah Hubbard JONES, John JONES Jr., Mrs. William WALLER; Mrs. MORRISON; and Mrs. CRAFFORD.

John JONES Jr. (b. 1779) married Sarah DUNCAN and among their children was William Servant JONES (b. Oct. 3, 1804), father of William Benjamin JONES (1825-1878), clerk of Warwick County before and after the Civil War, in which he served as captain. Wm. B. was noted for the jokes he played on his friends and was nicknamed "Hellcat Billy". Billy's brother, Henry Francis JONES (b. 1839) is said to have been the last JONES to be born in the Brick House on Mulberry Island. Henry Francis married Justina NEWMAN and their daughter, Mrs. Fanny WRIGHT (1873-1976), who at age 93, on July 11, 1966, was present at the dedication of a plaque to the serv ice of her uncle, William Benjamin JONES.

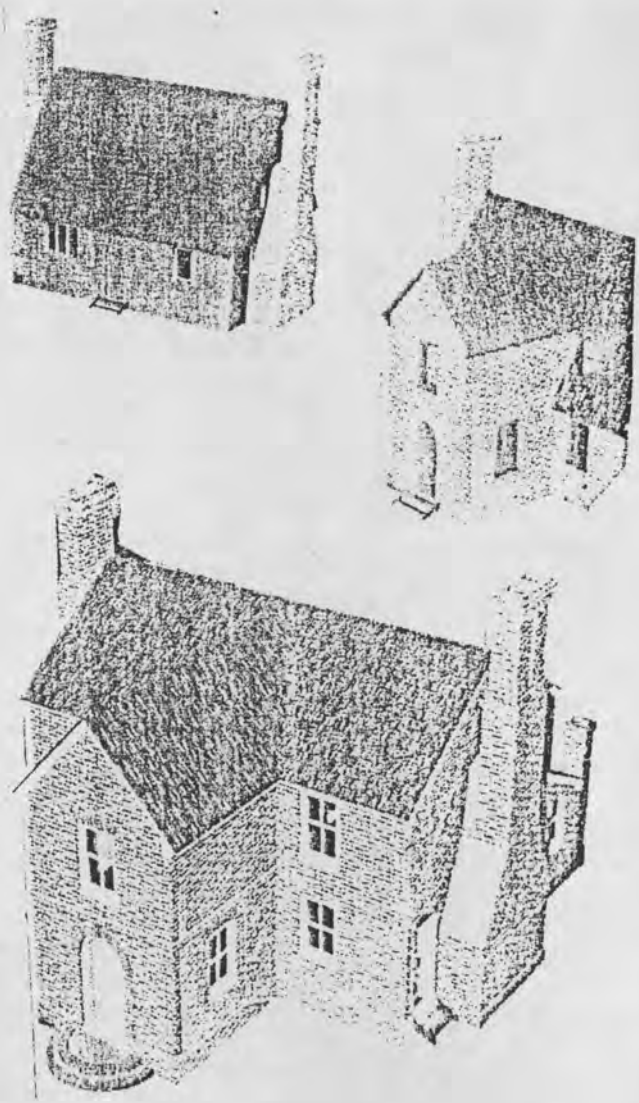
Top is a computer reconstruction of the original house that was enlarged with a tower in 1729 (center, part of house), and eventually raised to two stories (bottom art) by Rev. Webb in 1393.

Owners of the Brick House Farm

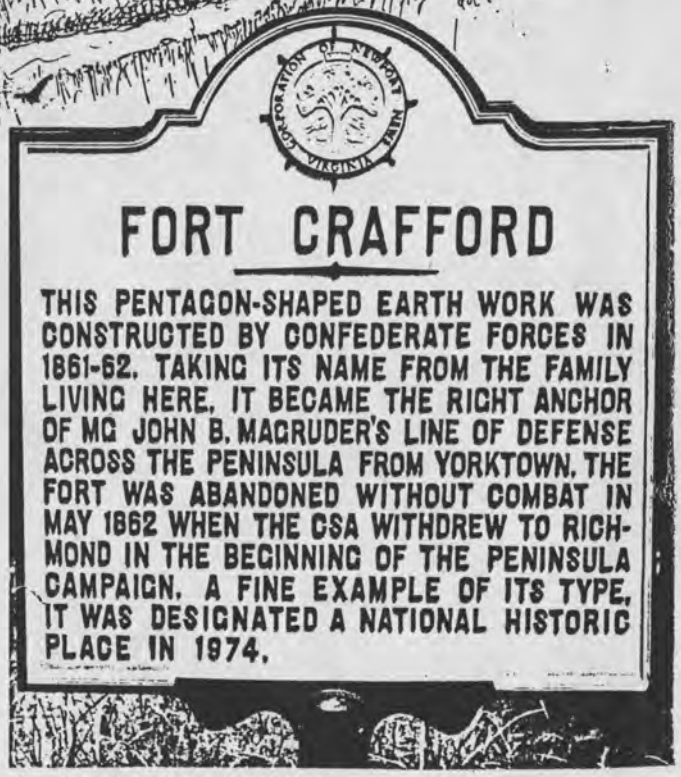
Matthew Jones I, 166?- 168? possible
Matthew Jones II, 168? possible-1727
Scervant Jones, 1727-1772
William Jones 220A., 1782-1792
Wm. Jones Estate to 1814
John D. Jones, 220A. 1814-1823
William Jones, 220A. 1824-1830
William Jones Sr. Estate 250A., to 1832
William S. Jones, 235A. to 1847
Bennett Wood, 1848-1850
Bennett Wood Estate to 1851
E. A. Wood 235 A. 1851-53
Alden Green 235 A. 1854-1881
Henry Francis Jones, 200A. 1881 to auction.
Thomas & Virginia Tabb, Hampton, 220A. 1887-1893
William R. Webb, 220A. 1893-1913
Emmet W. Milstead, 220A, 1913-1919.
U.S. Government, 1919 to present.

No early documents called it the "Mathew Jones House" (until about 1915) but rather "Brick House" or "The Brick House Farm".

Some of the info quoted here above was taken from the historical study done by the College of William & Mary Project Ctr. Jul-Sept 1990.



Southern Anchor
of Magruder's Defense Line


FORT CRAFFORD
THIS PENTAGON-SHAPED EARTH WORK WAS CONSTRUCTED BY CONFEDERATE FORCES IN 1861-62. TAKING ITS NAME FROM THE FAMILY LIVING HERE, IT BECAME THE RIGHT ANCHOR OF MG JOHN B. MAGRUDER'S LINE OF DEFENSE ACROSS THE PENINSULA FROM YORKTOWN. THE FORT WAS ABANDONED WITHOUT COMBAT IN MAY 1862 WHEN THE CSA WITHDREW TO RICHMOND IN THE BEGINNING OF THE PENINSULA CAMPAIGN. A FINE EXAMPLE OF ITS TYPE, IT WAS DESIGNATED A NATIONAL HISTORIC PLACE IN 1974.

(marker above is just inside fort)

Richmond, Va., became the Confederate Capital in **May 1861.** All possible approach routes for Federal access had to be defended and fortified. The Virginia Peninsula is between the broad and navigable James and the York Rivers with federally-controlled Fort Monroe in Hampton at its tip.

Commander of the Department of the Peninsula Maj. Gen. John Bankhead Magruder (who had served under Brevet Brig. Gen. Abraham Eustis in the Seminole War in Florida) ordered construction of a fortification on Mulberry Island Point as the southern (right) end of his defense line that extended across the Peninsula. Gen. Robert E. Lee, commanding Virginia forces, appointed Navy Capt. George N. Hollis to superintend the Naval defenses of the **James River** and service the batteries at the new Fort Crafford. Location of the fort near the water was designed to allow smooth bore weapons to skip their cannonballs across the water surface toward intended targets.

By August, the advance battery works was underway probably by workmen from Charles City and New Kent counties. **On Sept. 5, 1861,** Magruder ordered the **14th Virginia Infantry** to take up position near the "Crawford" house and cooperate in the defense of the place. *More on p. 2*

Historical series 2.1B-Jan 95
FORT EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Researched and written by **Col. (USA Ret.) Charles M. Hunter,** Williamsburg, and edited and arranged by Dick Ivy, York Co., (804) 898-5090, published by FEHAA, P.O. Box 4468, Fort Eustis, VA 23604. Fact sheets a benefit of membership.

A unique look at the Navy role in this event

Fort Crafford, located in the flight area behind Felker Airfield but accessible from off Harrison Road (on the James River) and amid flooded areas, abandoned roads and wildlife management areas, is restricted and roads are closed to general vehicular traffic by the Directorate of Public Works and Military Police, and is off limits after dark. Visitors must be accompanied.

Fort is often open on FEHAA History Days for tours in the spring and perhaps at other times by arrangement to avoid exposure to a great number of ticks and to reduce the necessity of fort maintenance.

The march of events at Fort Crafford

As an additional security for the on-going construction, Magruder requested that **Capt. John R. Tucker,** Confederate Navy, placed his steamer of war, the **C.S.S. *Patrick Henry***, in a position in the James River to assist the land forces. Arrangement was also made to transfer two 32-pounder cannon (range of 1900 yards) to the new battery ashore.

Early October: Companies A & B, **Charles City Southern Guards** and **Greensville Guards** of Maj. George M. Waddill's military units were listed as garrisoning the works at Mulberry Island Point.

Nov. 25: Magruder reported to Richmond that a hurricane had almost entirely destroyed the advanced works on Mulberry Point. Most of the civilian workmen (perhaps slaves) deserted and informed the Federals of conditions at Mulberry Point.

Early January 1862: Magruder requested that the CSS *Teaser*, an armed tug boat, join the *Patrick Henry* and the *Jamestown* at Mulberry Island.

Feb. 1: Magruder reported that the lower defenses on the James River as exceedingly weak and ought to be strengthened without delay by building another battery at Mulberry Point and that it should be made impregnable on the land side which could easily be done. If the government couldn't furnish the heavy guns, he asked that he be allowed to take without delay cannon from Jamestown Island and mount them at Mulberry Island.

Mar. 12: Report. Defenses of the Mulberry Island Point at Crafford consisted of five 42-pounder cannon on barbette and the large covering work nearly completed. Alfred L. Rives, acting chief of the Confederate engineer bureau wrote to Capt. Clarke, the on-site builder, urging vigorous prosecution of the works at Mulberry Point. Gen. Magruder earlier had directed Clarke to place the 42- and 68-pounders in barbette in the works surrounding the Crafford home. Rives told Clarke that he had succeeded in working out a plan with the Richmond & Danville Railroad Co. to procure flat-bar railroad iron for protection of the embrasure [an opening in the parapet from which a gun can be fired]. Gen. Lee was particularly desirous that the unmounted guns be mounted immediately. Engineer Rives felt that Clarke should mount them all in the covering works around Crafford's home. Since August, several experienced craftsmen in the Warwick Beauregards (Co. H, 32nd Va. Inf.) cut lumber for gun carriages at Mary's Sawmill on the Warwick River through April 1862.

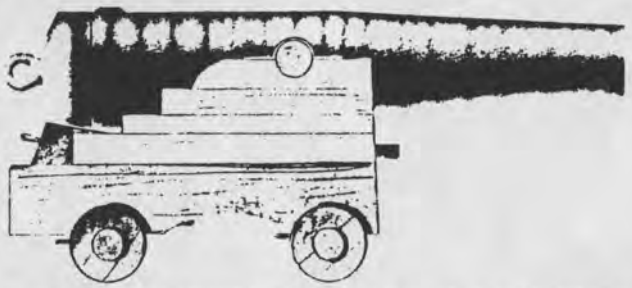
Apr. 4: Upon the advance of Gen. George B. McClellan's Army of the Potomac on a line from Warwick Courthouse and Harwood's Mill, Magruder ordered that all light cannon be ready to move and that a man be ready to spike the Navy cannon if it became absolutely necessary.

Apr. 8: Magruder requested field guns to defend the new work at Mulberry Point just completed. It was reported very strong. The battery also mounted eight very heavy guns.

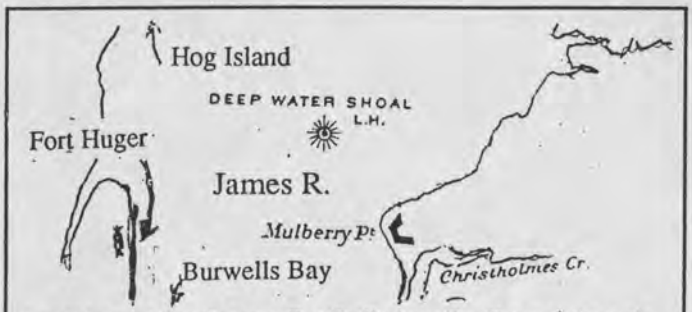
Apr. 19: Two 8-inch cannon at Mulberry Island.

May 2: Orders for withdrawal from new commander Gen. Joseph E. Johnston, to move closer to Richmond. The cannon of the heavy artillery were to be left behind.

May 5: Union Brig. Gen. William F. Smith at Lebanon Church reported heavy black smoke off to his left (Mulberry Island?)

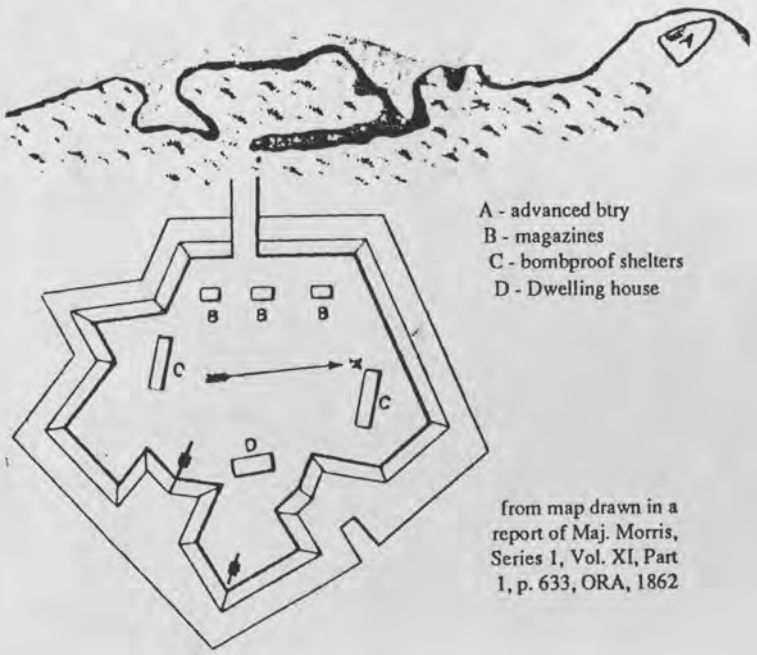


This naval gun on a wood mount is typical of those seized by the Confederates when they acquired the Norfolk Navy Yard and perhaps the ones emplaced at Fort Crafford.



Located almost directly across Fort Crafford was Fort Huger on the south shore of the James R. on Handy's Bluff. The fort had 14 guns and of larger caliber because the deep water channel of the James was closer on that side. On May 9, Fort Huger exchanged gunfire with federal naval vessels enroute to Drewrey's Bluff.

May 7: A squadron of the **6th Pennsylvania Cavalry** commanded by Maj. Robert Morris, Jr., was ordered to conduct a reconnaissance of Mulberry Island fortifications. He reported three guns in the large fort, all 7-inch bore, their carriages burnt; also the carriages of four other guns in like manner. There were 200 7-inch cannon balls. The small fort at the extreme point was not completed, he reported. It contained nothing but cooking equipment. He reported sighting two gunboats on the opposite shore, but was unable to say which side they belonged to since there was no display of flags (They were the *Patrick Henry* and the *Jamestown*).



A - advanced btry
B - magazines
C - bombproof shelters
D - Dwelling house

from map drawn in a report of Maj. Morris, Series 1, Vol. XI, Part 1, p. 633, ORA, 1862

Face to face with the Confederates, McClellan considered the Magruder Defense Line so strong, he halted and called for his seige guns to be emplaced. Then, a month later, Johnston told his units to abandon positions.

Defense line delays Union's march

Fort Crafford protected the right flank of Magruder's line across the Peninsula, including many trenches at other places on Mulberry Island, a line which delayed McClellan's march with three times the CSA force on Richmond at least by a month, giving Lee time to assemble a force to defend Richmond. No major battle occured on Mulberry Island. Union forces occupied the area following the Confederate withdrawal towards Richmond.

Troops of the Crafford garrison

Fort Crafford was garrisoned May 1861 to May 1862 by:

Two volunteer infantry units, Charles City Southern Guards and the Greensville Guards reflecting their counties of origin and acting as heavy artillery units brought together by Maj. Waddill, and on June 30, 1861, were commanded in a battalion as Co. A and B by Maj. J. M. Patton. In May 1862, the companies were consolidated as Co. K, 53rd Va. Inf. and participated in Pickett's charge at the Battle of Gettysburg. The 53rd's commander, Col. John C. Timberlake, is buried in Cedar Grove Cemetery, Williamsburg.

14th Regt., Virginia Volunteers.

5th Louisiana Infantry Regt.

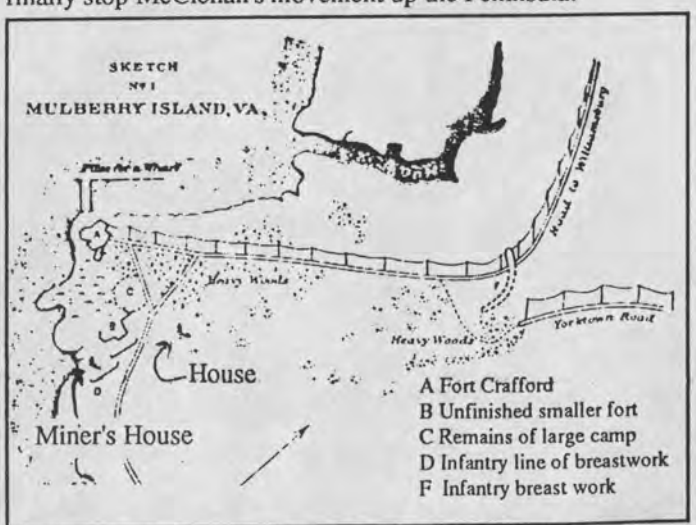
Maj. Roemer's Battery (Co. D, Wise Legion Arty, Virginia Volunteers.

Capt. Young's Battery (Halifax Light Artillery).

Capt. Garrett's Battery (Lee Artillery).

Richmond Howitzers.

When the Magruder Defense Line was ordered withdrawn on May 2 by Gen. Johnston, some to a defense line at Williamsburg, the evacuation probably took place the night of May 3, though some think the Crafford forces left the night of May 2. The Seven Days Battle on the outskirts of Richmond would finally stop McClellan's movement up the Peninsula.



A telegraph line ran from Fort Crafford (A) to Lee Hall, Magruder's headquarters, and then to Williamsburg and Yorktown. Maj. Morris's report contains the only detailed maps of the defenses known to exist.

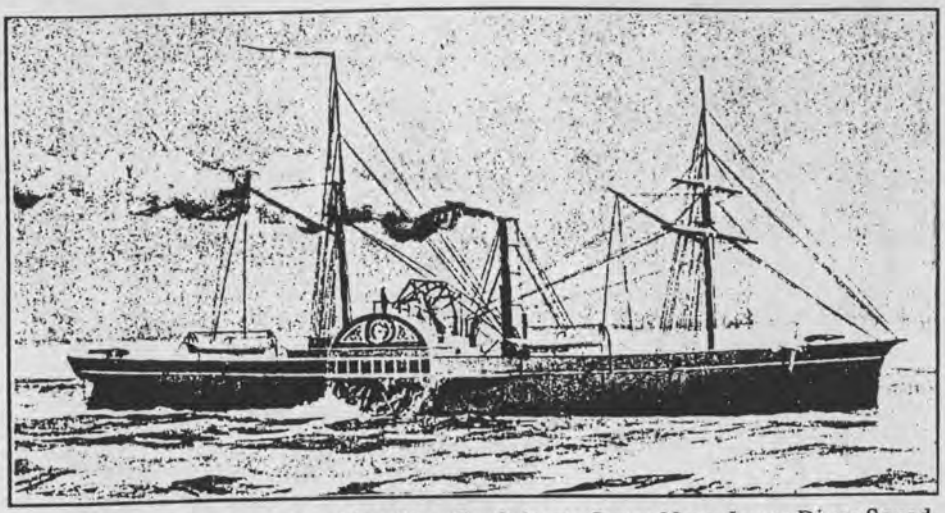
The fort was called Fort Crafford <u>after</u> the war by area farmers for the house which still stood there. The foundation showing the base of the fireplace is still there is surrounded by a wooden guardfence to prevent damage by vehicles.

Fort Crafford today

This pentagon-shaped fort is a perfect example of its type and is remarkably well preserved. It includes an outer wall about 8 ft. high, a moat and an inner wall 18-20 ft. high. It covers approx. 7.5 acres excluding the outer wall and moat. Inside was the Crafford family graveyard, the Crafford slave graveyard, 3 magazines, 2 bomb-proof shelters, and 7 gun emplacements.

The Crafford House was used as headquarters for the fort during the Civil War, and in WWI was repaired and used for plotting artillery fire landing from upriver Camp Wallace. A tower was erected for observation of where rounds fell. The cement blocks on which the tower legs rested can still be seen. In 1925, the bricks of the house were sold to repair the Wren Building of the College of William & Mary, damaged in 1862 during the war. After seeing to it was made off limits to troop training, and clearing of dense vines, Post Historian Jody Davis and the Fort Eustis Historical & Archaeological Assn. requested permission of the Secretary of the Army to conduct an archaeological dig around the Crafford House foundation . The license was good for 3 yrs. beginning April 1971. The artifacts found by the FEHAA diggers were placed in the U.S Army Transportation Museum on post and since have been moved to the Virginia Dept. of Archeaology in Richmond.

Fort Crafford was placed on the **Virginia Landmarks Register Oct. 16, 1973,** and on the **National Register of Historic Places May 17, 1974.** That year, troops of the 11th Transportation Terminal Bn. cleared more than 50 yrs. of underbrush to create a park-like atmosphere there.



The *CSS Patrick Henry*, flagship of the Confederate States Navy James River Squadron. Capt. John Randolph Tucker was the commander. It was converted from a side-wheel passenger and freight steamer *Yorktown* (1300 tons, 250', complement 150, carried 10 cannon) and later in the war it became training ship for Confederate States Naval Academy located on Drewrey's Bluff near Richmond. It was sunk in the James River in April 1865 to prevent capture by Union forces. From a print of an official U.S. Navy photograph of a wash drawing by Clary Ray (ca. 1898).

To protect Magruder's right flank, the Squadon prevented the Federal navy from outflanking the defense line across the Peninsula. In early March 1862, the Squadron sailed down the James R. past Union batteries at Newport News Point to provide fire support to the *CSS Virginia* (formerly *USS Merrimack)* in the famous Battle of the Ironclads.

Several Mulberry Island soldiers who had volunteered to fill critical personnel vacancies on the *Patrick Henry*, were killed or wounded in that engagement.

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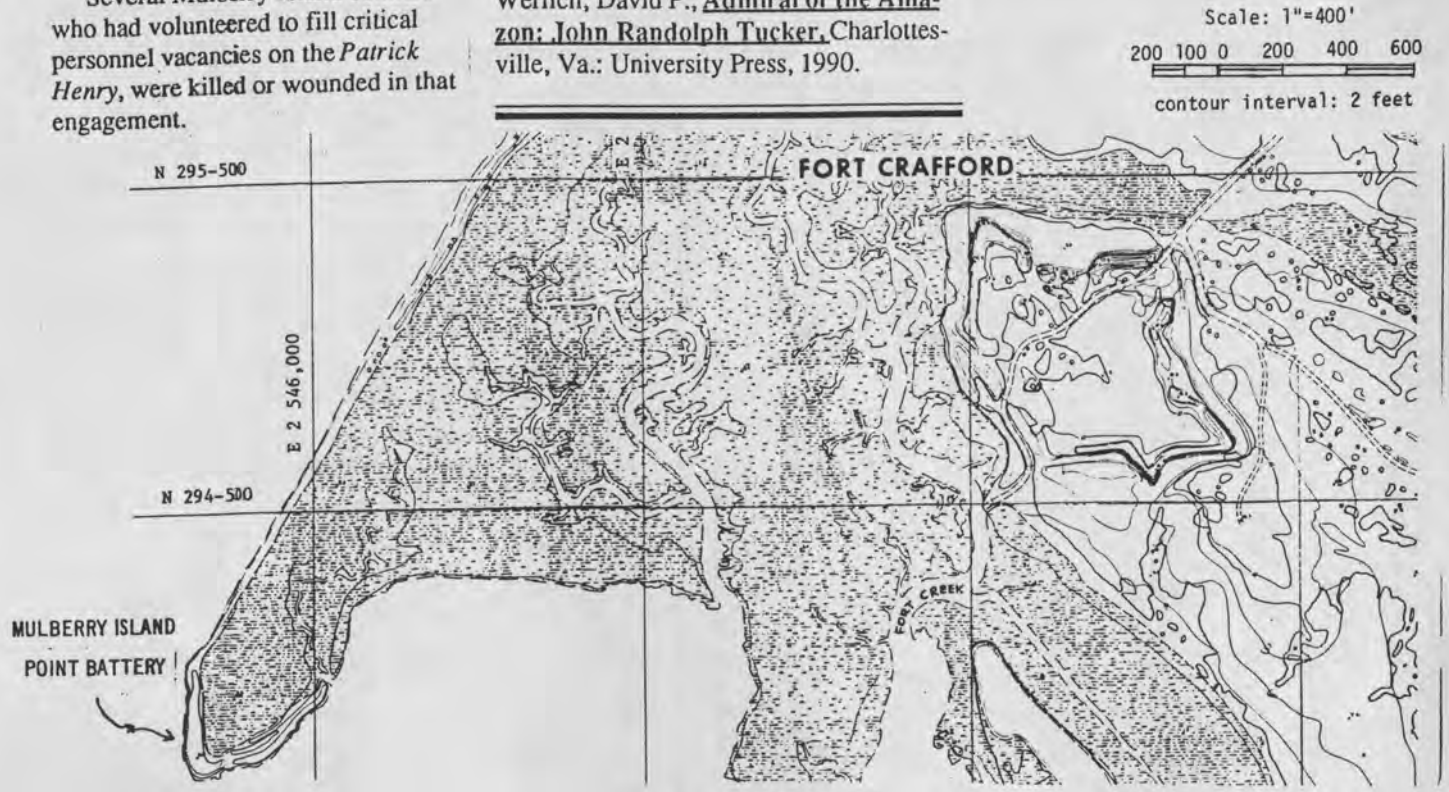
Capt. John R. Tucker

* Born in Alexandria, Va. Jan. 31, 1812
* Died in Petersburg, Va. Jun. 12, 1883
* At 14, midshipman in the U.S. Navy.
* Became Commander in 1855 after service in Mex.War, East Indies and Mediterranean.
* Joined CSA, promoted to captain.
* Taken in April 1865, freed in July.
* Commanded combined fleets of Peru and Chile in the war with Spain in the late 1860s.
* Charted the upper Amazon for Peru.

— Encylopedia Americana

Portrait of Tucker painted when in Peru from Werlich.



The Warwick Beauregards

Company H,
32nd Regiment of Virginia Volunteers

by Lt. Col. (USA, Ret.) John Curry*

The large sentinel that's been guarding the Warwick Courthouse on Old Courthouse Way for these many years is a stoic reminder of Denbigh's past, erected and dedicated May 27, 1909 as a tribute to those who served in the Warwick Beauregards as well as other Confederate States of America forces. The roster of the unit carries many names — Curtises, Craffords, Miners, Garrows, Youngs, Wynnes, Harwoods, Lees — still linked with local families.

In early 1861, the Beauregards were recruited by 29-yr.-old **Dr. Humphrey Harwood Curtis** of nearby Endview Plantation (still standing on Yorktown Rd. at the Jefferson Ave intersection) in upper Warwick Co. The company was large by Civil War standards, some 80 men strong, all from Upper Warwick and Mulberry Island. Curtis was selected as the captain, by custom, for his investment in the company's formation.

The leaders, including NCOs, were **wealthy men.** Curtis had real estate holdings of over $8,000 and personal property assets of $21,000. **Ist Lt. William G. Young** of Denbigh Plantation had real estate holdings over $33,000 and personal property over $85,000. Much of the latter was in slaves, the Warwick Census recording 127. He also owned Young's Mill, a building still standing at Warwick Blvd. and Oyster Point Rd.

The Curtises dominated the roster, typical of a rural company — 8 of them. Captain Curtis' 21-yr.-old brother **2nd Lt. Thomas G. H. Curtis** and worth $7,000. **3rd Sgt. Robert G. Curtis** and **4th Cpl. William H. Curtis** were the captain's cousins. There was another Humphrey Harwood Curtis, probably not a son, and definitely not the father. Only one Curtis would still be on the rolls at the very end. Officers were by election. The other officer was **3rd Lt. William A. Smith.**

In its ranks were a doctor, 23 farmers, 11 laborers, 4 carpenters, 3 merchants, 2 overseers, a timber getter, a lawyer, sailor, constable and a coachmaker. The timber getter was 2nd Sgt. Virginius Nash with a personal wealth at $39,000. The entire company was not of the "silver spoon" variety, however, because 67 of the initial privates [Warwick vets calculation]

Co. H manned the James R. flank and fought the Battle of Dam No. 1, and 11 other campaigns. Lt. Thomas Curtis was killed at Sayler's Creek, the Beau's last battle.

went from a high of $300 to a low of what he wore on his back. Average age was 27.12 years. There were a few 50 and 60 year olds who were later released, as the accepted ages were between 17 and 35. Ralph Copeland, 14, was the drummer boy.

The Beauregards were officially mustered into the CSA as Co. B, 32nd Regiment of Virginia Volunteers. The company designation changed shortly to Co. H. The regiment was commanded by **Col. Benjamin S. Ewell,** president of the College of William & Mary. He resigned at the outbreak of hostilities, and served on the Confederate staff through the war.

The Beauregard roster, p. 3

Historical series 2.2B - Sep. 96
FORT EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Researched and written by Colonial Director John Curry, Denbigh, arranged by Dick Ivy, Yorktown, & published by FEHAA. P.O. Box 4468, Fort Eustis, VA 23604.. Add. info and supportable chalenges to content herein are welcome. Updated from Feb. 93 with new info.

The unit is formed

Capt. Curtis was no longer commander. The company had held elections on May 1, and favored 56-yr.-old **Edmond Curtis.** H. H. Curtis Jr. remained behind as York County Physician. Edmond proved to be a poor choice, inasmuch as he was in ill health and died before the unit left the Peninsula. Thomas Curtis was replaced by **William C. Miner**, former 5th Sgt. and holder of extensive lands on Mulberry Island. Thomas returned to leadership in December as a lieutenant.

On **May 26, 1861**, the day before the unit marched to Williamsburg's **Camp Page** for mustering in, Capt. Curtis hosted a farewell party for the unit and their families at Endview plantation. It would be just over a year later when the unit would beat a hasty retreat and pass Endview on their way to set up defensive positions in front of Williamsburg.

In August, Co. H received its uniforms: 75 coats, pants, drawers, and socks along with 50 caps and 55 knapsacks from Richmond Army headquarters. Officers had to provide their own uniforms.

Lt. William G. Young of the Beauregards was detailed by the Regiment to Genral John B. Magruder's Quartermaster Dept. and was quartered in a private home near Yorktown and he wrote he heard the sounds of the Battle of Big Bethel and recorded his thoughts in a letter to his wife.

Many of the Beauregards were scattered in the area doing war essential work based on their civilian occupation. Several built gun carriages at a Macy's saw mill. One private, **James F. Hopkins**, was in charge of constructing *(see p. 4)* what would come to be called Fort Crafford on Mulberry Island. The majority of the unit was called upon to help burn Hampton in order to deny its facilities to the Union forces.

As the Union build-up materialized at Fort Monroe, the Beauregards were assigned positions on the secondary line of defense developed by Gen. Magruder.

Their baptism of fire was at Dam No. 1 (today's Newport News Park) on May 16, 1862.

The forces fell back to Williamsburg with other CSA forces and fought the **Battle of Williamsburg**. Those at Macy's Sawmill and other enterprises were either cut off or trapped behind the lines. Many were dropped from the rolls. They were considered deserters until after the war when some records were corrected.

John Green became captain and led the unit until his **capture** at the Battle of Five Forks. Lt. Young lost his post in the elections and returned to his Denbigh Plantation, and susequently moved his family to Salisbury, N.C.

Ten of the Beauregards were killed in action, four others wounded. Nine died in hospitals from various diseases. Four died in Union prisons. One was a deserter, other than those "left behind" at the first battle. Two of the deserters were conscripts, two others were veterans who finally came home in 1865.

Eight were discharged for being either too old or too sick to withstand the rigors of the campaign. During the course of the war, 22 had been captured, the bulk of them at **Sayler's Creek** (just northeast of Farmville, north of Rice) on **Apr. 6, 1865,** just 3 days before the final surrender at Appomattox Court House. The 32nd was down in strength to 30 fit for duty and it was just overwhelmed, their corps surrounded by Union forces under the command of Gen. Phillip Sheridan, in a move known as "Sheridan's Ride". Ewell and 11 other generals, colonels, and about 7,000 rank and file, surrendered Apr. 6, in the "largest unstipulated surrender of the war." **Thomas Curtis** was among the dead on that day. He had made his way through Federal lines in December 1862 to join his unit as the 2nd lieutenant.

The **Garrow family** also lost two members. **John T. Garrow** died at home in what is now Newport News Park after his wife and family fetched him from the trenches on the Warwick River Line in 1861. **James B. Garrow,** his brother, is listed as dying in Richmond's Chimborazo Hospital from acute dysentery in 1863.

The Patrick family also lost two members. **Henry** died of disease in the hospital while **William** was wounded at Sharpsburg and later died from the wounds. **Thomas Patrick** survived the war and was captured at Sayler's Creek with some 12 other Beauregards.

Campaigns
Co. H, 32nd Regt.
1862-1865

Dam No. 1, April 16, 1862
Battle of Seven Pines, May 31-June 1, 1862
Savage Station, June 29, 1862
Malvern Hill, July 1, 1862
Sharpsburg, Sept. 17, 1862
Fredericksburg, Dec. 13, 1862

Brook Turnpike (Road), Richmond, Mar. 11, '64
Cold Harbor, June 3, 1864
Howlett's Farm, June 16, 1864
Fort Harrison, Sept. 26, 1864

Five Forks, April 1, 1865
Sayler's (Sailor's) Creek, April 6, 1865

THE LATE GREAT BEAUREGARDS

COMPANY H, 32ND VIRGINIA INFANTRY REGIMENT

Name	rank/position	Remarks
CURTIS, Humphrey H.	Capt. 5/27/61	NR 1862.
CURTIS, Edmond	3rd Cpl. 5/27/61	
	Capt. 62	DOD Wmbg 1862
GREEN, John A.	lst Sgt., 5/27/61	
	Capt., 1862	POW Richmnd 10/6/65
YOUNG, Wm .(S) G.	lst Lt., 5/27/6161	NR 5/4/62. Disch.
CURTIS, Thomas G.	2nd Lt., 5/21/61	KIA Sayler's Crk., 4/6/65
SMITH, Wm. A.	3rd Lt., 5/27/61	Detailed River Svc, '61
NASH , Virginius (B) W.	3rd Sgt., 5/29/61	
	3rd Lt., 1862	Paroled Richmond 4/3/65
MINER, Wm. C.	4th Sgt., 5/27/61	
	lst Sgt., 1862	
	lst Lt., 1863	POW, Five Forks 4/1/65
CURTIS, Saml. G.	lst Cpl., 5/27/61	Disch 8/27/62
COOK, Wm. B.	2nd Cpl., 5/27/61	KIA Cold Harbor 6/3/64
MALLICOTE, Sylvanus .H.	4th Cpl., 5/2761	
	lst Sgt., 1863	SACH 4/9/65
CURTIS, Wm. H.	Cpl., 5/27/61	Disch 5/4/62
LACK0NBY, Jn.	Pvt. (Cpl., 64)	POW, 5 Frks
MINER, Sam'l. H.	Cpl., 5/27/64	POW, Five Forks 4/1/65
ALLEN, T.	Pvt.	NBD, Yorktown, 1861
ALLEN, Richard	Pvt. 5/27/61	WIA, Cold Harbor, DOW, Richmond, 6/4/64
BUCHANAN, Wm. C.	Pvt. 5/27/61	Des. 5/4/62
BURCHER, James G.	Pvt. 5/27/61	POW 3/31/65 Dinwiddie CH
BARHAM, Robert	Pvt. 5/27/61	KIA, Culpeper CH, 11/3/62
BURNHAM, Wm. C.	Pvt. 5/27/61	Disch 5/4/62
BURRIS, Wm.	Pvt.	POW 12/8/62
CURTIS, Robt. J.	Pvt. 5/27/61	paroled 4/18/65 Richmond
CURTIS, John L.	Pvt. 2/28/64	paroled 4/18/65 Richmond
COPELAND, Ralph W	Drumr 9/1/63	
COX, Wm.	Pvt. 5/27/61	POW Burkeville 4/6/65
CRANDOL, Richd M.	Pvt. 5/27/61	Disch 5/4/64
CRAFFORD, Wm.	Pvt. 5/15/63	Deserted 2/28/65
CURTIS, W. H.	Pvt.	Detailed Telegraph Svc, '61
CURTIS, H. H.	Pvt.	Disch. 1861
COLEMAN, R.	Pvt.	NBD, Yorktown, 1861
COLEMAN, W.	Pvt.	KIA, Wmbg., 1862
DREWRY, Matt. P.	Colors 5/27/61	On Federal Provost list 1865
DAVIS, Robt. L.	Pvt. 5/27/61	KIA New Mkt 5/64
DAVIS, Wm. H..	Pvt. 5/27/61	POW, 5 Forks, 65
DUNN, Richard	Pvt. 5/27/61	Disch 5/4/62
DUNN, Samuel	Pvt.	DOD, Denbigh, 1861
DURHAM, Jas.	Pvt. 8/10/62	Disch 5/12/62
EPLING, Henry	Pvt.	POW Cld Hrbr 6/6/64 DOD 9/21 at Point Lookout
FOX, Wm Allen.	Pvt. 5/27/61	Detailed hospital.
FISHER, Chas. A..	Pvt. 5/27/61	Detailed to Navy Ord., 1861
GAMBOL, Taylor	Pvt. 2/28/62	DOD, Wmbg. 1862
GARRETT, Jas. M.	Pvt. 5/25/62	Disch 10/6/63
GARROW, Jno.	Pvt.	DOD, Richmond, 1863
GARROW, Jas. T.	Pvt. 5/27/61	DOD, Denbigh, 10/11/62
GOLDEN, Jason P.	Pvt. 5/27/61	Disch 1861
GREEN, George K.	Pvt	DOD, Petersburg 1863.
HARWOOD, John L.	Pvt. 5/27/61	POW Saylors Crk 4/6/65
HARWOOD, Thomas M.	Sgt. 11/4/61	SACH 4/9/65
HAUGHTON, Jas L.	Pvt. 5/27/61	Disch 5/4/62
HAYNES, J.	Pvt.	POW Five Forks, 1865, DIP, '65
HAWLEY, Jas. H. T.	Cpl. 2/4/62	POW, Five Forks, 3/31/65
HAWLEY, Wm E.	Pvt. 5/27/61	POW, Five Forks, 3/31/65
HOPKINS, James F.	Pvt. 5/27/61	DOD, Danville Hosp., 6/2/64
JONES, George Jr.	Pvt. 5/27/61	DIP. Pt. Lookout 1863
JONES, Donalson P.	Pvt. 5/27/61	Disch 3/1/62
KELLUM, Jesse	Pvt. 5/27/61	Disch 61
KELLEY. Thomas	Pvt. 5/27/61	POW 4/18/65 Frnville
KERRIGAN (KIERGAN), M.	Pvt. 5/27/61	Disch 9/8/62
KENNADY, Daniel	Pvt. 5/27/61	Disch 63
LEE, Thos, W.	Sgt. 5/27/61	POW 5 Frks. 4/6/65 Paroled 4/18
LEE, Humphrey W.	Sgt. 5/27/61	POW, Saylors Crk 4/6/65
LEWELLING, Wm. P.	Pvt. 5/27/61	POW, Saylors Crk 4/6/65
LEWELLING, Jn. (W).	Teamster	POW, Saylors Crk 4/6/65
MALLICOTE, Franklin .P.	Pvt. 5/27/61	POW 5 Frks 3/31/65
MALLICOTE, R. T.	Pvt.	POW 5 Frks 3/31/65
MALLICOTE, George W.	Pvt. 5/27/61	WIA Shrpsbrg 9/17/62 DOW 10/3
McINTOSH, Samuel Y.	Pvt. 5/27/61	Disch. 61.
MOORE, Gowan L.	Pvt. 5/27/61	POW Five Forks 3/21/65
MARROW, Thomas K .	Pvt. 5/27/61	WIA Sharpsburg 9/17/62 KIA Cld Hrbr, 64
NORRIS, Wm. H.	Pvt. 5/27/61	KIA, Malvern Hill, 7/1/62
PATRICK, Wm. M.	Cpl. 5/27/61	DOD 1/16/64
PATRICK, Daniel. C.	Pvt. 5/27/61	Paroled in Richmond 4/15/65
PATRICK, Henry	Pvt. 5/27/61	DOD 1/4/63
PATRICK, Thomas C.	Pvt. 5/27/61	POW Saylors Crk 4/6/65
POWELL, Jas.	Pvt. 5/27/61	POW Saylors Crk
PETERS, Mathew	Pvt. 5/27/61	Disch 5/4/62
PETERS, (D) Benjamin H.	Pvt. 5/27/61	Disch 5/4/62
SANDIFER, Jn. H.	Pvt. 5/27/61	DOW ChesterSta.63. DOD 8/19/64
SANDIFER, Thomas Pierce	Pvt. 5/27/61	POW Hatchers Run 3/31/65
SMITH, Samuel H.	Pvt. 5/27/61	Disch 12/30/64
SMITH, Wm. H.	Pvt. 5/27/61	DOD 7/24/61
TABB, Jn. L.	Pvt. 5/27/61	POW Five Forks 3/21/65
TABB, Lewis (D.) P.	Pvt. 5/27/61	No record after 12/31/64.
TULLY, Elijah (L) R. (cook)	Pvt. 5/27/61	Fed PM list Richmond 1865
VAIL, Jn.	Pvt. 5/27/61	Disch 61
WALL, Wm. Lewis	Pvt. 5/27/61	No record after 12/31/64
WALKER, Martin	Pvt. 4/10/62	KIA, Sharpsburg, 7/17/62
WALKER, A.	Pvt.	UNK
WOOD, J.as. B.	Pvt. 4/1/61	DOW, Richmond, 1863
WOOD, Mathew	Pvt. 5/1/63	5/1/63 Left in Richmond, Under writ with judge 12/31/63.
ALLEN, Edw.	Sgt. 5/27/61	Transferred to Co. K.
BREEMAN (BRAMAN)	Pvt. 5/27/61	Ord Dept.
BROWN, Jas.	Pvt. 5/27/61	Disch 12/24/61
BROWN, Shephard	Pvt 5/21/61	Transferred to Bedford Lt.Arty
BURWELL, Carter (slave)	Cook 4/1/64	Sent home 4/6/65
GAMBOL, J. T.	Pvt. 2/28/62	Transfered to Petersburg unit.
JONES, Wm. (slave)	Cook 4/10/64	Sent home 4/6/65
LEE, Wm. Jr.	Pvt. 5/27/62	Train guard.
PATRICK, Edmond L.	Pvt. 5/29/61	POW Salters Creek
SEBURN, Isaac F.	Pvt. 5/27/61	Disch 8/20/62

Des. = Deserted DOW - Died of wounds. DOD - Died of disase.
Disch - discharged DIP - Died in prison. KIA - Killed in action,
WIA Wounded in action. SACH - Surrendered at Appomatox C.H.
NR - Not reelected in position

Green, a young commander

John Archibald Green, just 19, was appointed the company commander in May 1862. Having led the unit in eight battles, he was captured at the Battle of Five Forks (west of Petersburg) Apr. 1, 1865 at which the Confederates were outnumbered and overwhelmed. He was placed in the infamous Libby Prison in Richmond, and was granted parole on Apr. 24, 1865. In the 1870's census, John Archibald Green was listed as a school teacher in the Stanley Magistrate. He had also lived on Mulberry Island. He never married. At age 33, he died of natural causes and is buried at Lebanon Church.

After the war, it was hard times

Gen. Robert E. Lee surrendered on **April 9, 1865.** What was left of the Beauregards went home. Of the 94 men who were on the rolls at one time or another, 23 died while in service, 5 were wounded and 22 were captured. Some were recuperating from the harshness of the campaign, the rigors of prison, and the effects of the wounds and several died within a year of returning.

Houses occupied by others

For the returnees, it was a big adjustment. Slavery had been abolished. Many of the farms had been laid to waste. The Denbigh Court House had been ransacked by Federal troops and so many of the property records were destroyed allowing "Carpetbaggers" and squatters to establish quit claims and seize property. It was true also for those who had left the area because of the war. One story concerns a family which returned to their home "Peartree Hall" on what is now Campbell Rd. only to find it occupied by several former slave families. The home, when they left, had a porch on the front and rear. The front porch was two stories high. The porches were now gone, used for firewood by the squatter occupants.

At Young's **Denbigh Plantation,** some former slaves had remained and worked what land they could to sustain themselves. They were more or less left on their own by the occupying Provost Guard of the Union Army. The Youngs had left in 1861, less those who joined the CSA, for Salisbury, N.C.

Bad fortune beset **Richard D. Lee,** the owner and builder of **Lee Hall,** which mansion still stands and Lee's Mill. Lee contributed **everything he had** to the Confederate cause. At the end of the war, he was penniless and in great debt. His holdings including the Lee Hall mansion were seized by creditors. Lee's wife, a Young, had inherited a farm on Mulberry Island where they lived out their remaining days.

Many returnees, seeing the situation, moved away for good. Warwick County was at its worst economically and politically. Martial law still prevailed administered from distant Fort Monroe. Land ownership cases were attempted only to be resolved by petitioning the U.S. Military. Parke Rouse's When the Yankees Came, based on George Ben West's memoirs, gives a good account of the hard times faced by Warwick County residents.

The **Miners, Samuel and William,** cousins of Humphrey Harwood Curtis, returned from the Federal prison at Point Lookout, Md., and went back to their endeavors on Mulberry Island. Samuel died a year later from consumption he caught while a prisoner at Point Lookout prison.

The **Mallicotes,** Franklin who was captured at Dinwiddie Court House returned as did R. T. and Sylvanus who was wounded at Sharpsburg. George Mallicote was buried on the field at Sharpsburg where he fell. Years later, Sylvanus who earned the reputation as a scout behind Union lines, went to the Old Soldier's Home in Richmond, but home records stated he went AWOL and was never seen or heard from again.

Hopkins builder of Fort Crafford

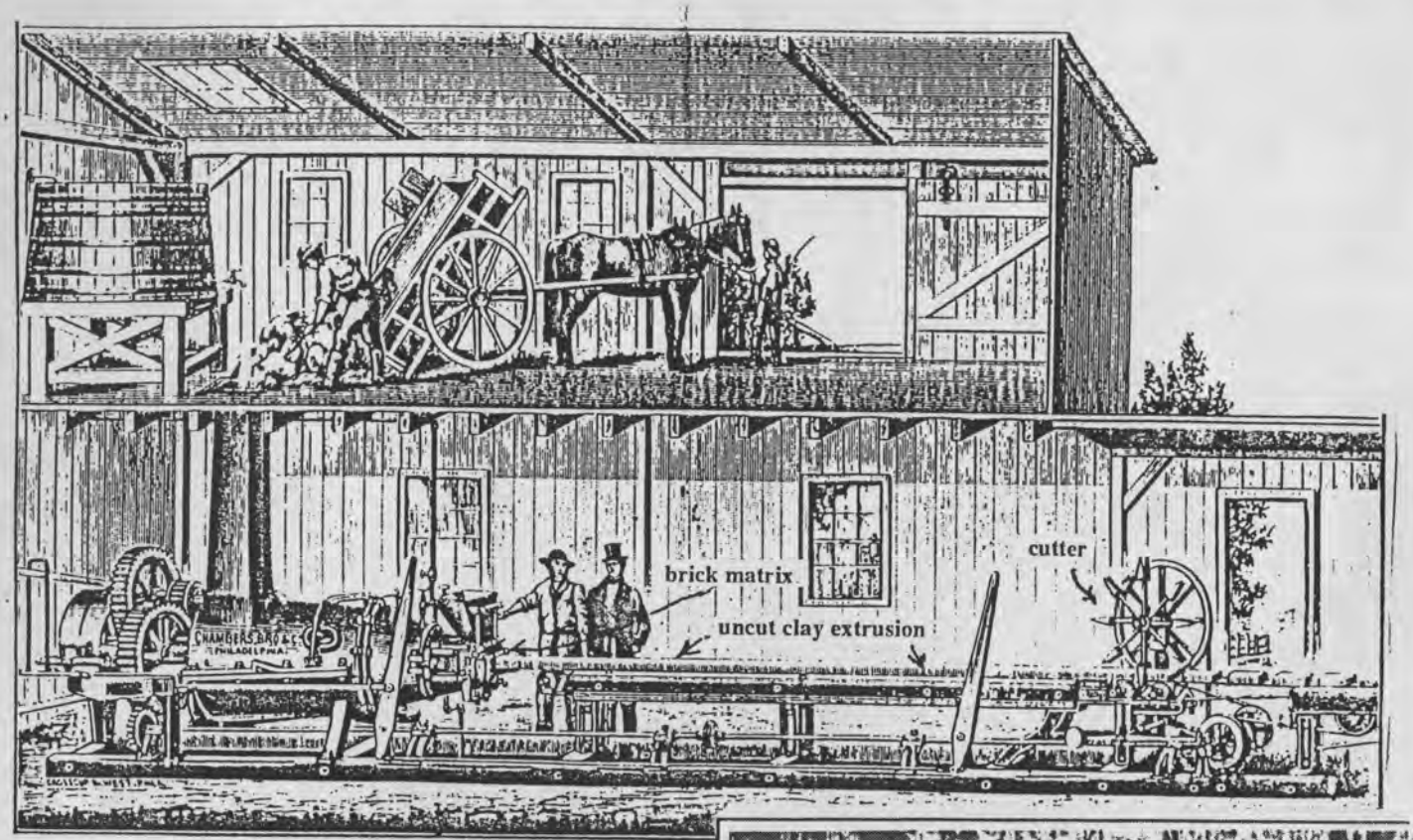
The builder of Fort Crafford, **James P. Hopkins,** was listed as the overseer of the Miner farm in the 1860 Warwick Co. census, for Sarah Miner and her two sons, William, 20 and Samuel, 16, and 20 slaves who had been with the Miners for some time. The farm was near the Reserve Fleet hq. about a half mile from Fort Crafford. Traces of the house were seen in 1973 by the author. In records, Hopkins was identified as illiterate, could neither read nor write, yet he supervised the construction of the 7.5 acre Fort Crafford, Mulberry Point (destroyed by a hurricane in 1861) and earlier the Jamestown Island defenses. He was known for his uncanny ability to design irrigation systems, develop plans for clearing land and in erecting fortifications. Later, he was captured in Boone Co. and was sent to the Union prison camp at Camp Chase, Ohio. He was released in a prisoner exchange on Aug. 25, 1862. Prison had taken its toll. Hopkins was never the same again. He died of consumption June 2, 1864.

A reunion of 13 in 1909

After the war, various chapters of veterans were formed of the Confederates, many Beauregards belonging to them. The Beauregards would not form ranks again until some 44 year later in **1909** at the dedication of the Beauregards Monument ($2.036.10 paid out of a fund created by Warwick Co. Supervisors) at the new Denbigh Courthouse, **May 27. William Miner,** who went from private to lieutenant in the Beauregards, was a prime mover in contacting veterans of the unit and others for the event. On that day, according to Miner's list, 13 were still living along with seven others from area Civil War units. Present at the ceremony in uniform with Miner were H. F. Jones, D.C. Patrick (who reportedly stood guard in the rain at the monument the night before with his musket because of a rumor of vandalism), 3 sons, J. C. & S.R. Curtis, and J. T. Garrow and their wives, and one great grandson of D.C. Patrick, Faye Curtis. It was an exciting day filled with festivities. **Levin Smith's Hotel** across from the Courthouse was filled to capacity. Levin himself died just two days later.

FEHAA conducted a Reunion for descendants along with the reenactment group Warwick Beauregards on Apr. 22-23, 1995, at the Matthew Jones House. There were more than 80 present,. It also resulted in a reunion of adopted siblings 61 years later. They were from the Llewelling line.

* John Curry, retired as a Transportation Corps Lt. Col. in 1980 from Ft. Eustis, is senior logistical analyst at the NN Ship Building, lives in Denbigh and writes an historical column, "Denbigh Gone By" each week in the **Denbigh Gazette**, and has had a long association with Warwick Co. history. From Chicago, he has a BS in history from John Carroll U., Cleveland; has a certificate in Colonial archaeology from College of W&M in 1974, and participated in many area digs.



The Davis-Kimpton Brickyard, 1898-1918

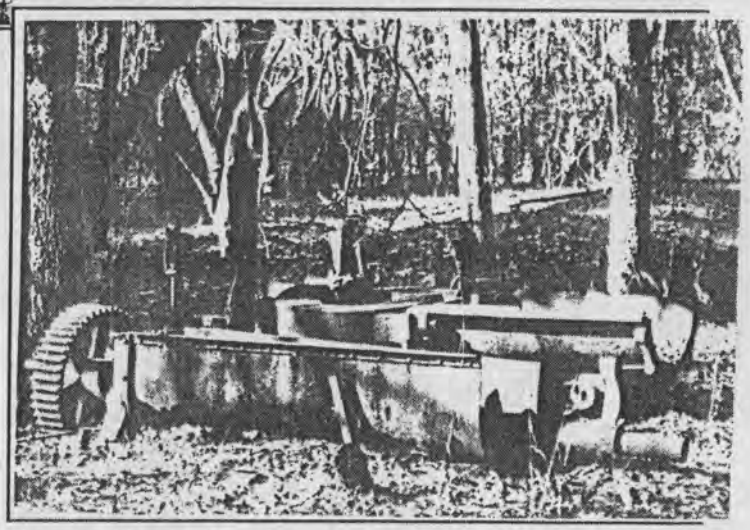
Machine-made bricks to build Newport News

On the Warwick River, four miles from the James River on Mulberry Island is the skeletal remains of a once thriving brickyard which employed machine brick making techniques for 20 years from 1898, techniques far advanced for eastern Virginia, ***and which provided the builders in the new Newport News*** with perhaps hundreds of thousands of bricks.

On the 36.89 acres of John W. Davis he bought from Joseph Nettles and his wife in 1882, the Davis-Kimpton Brickyard was begun. The equipment was given as security for 5 loans totalling $30,000. Partner Alexander Kimpton and his wife sold their interests to A. C. Garrett to secure a debt in 1903. Their half-interest in the yard including the debt was sold to Davis in 1904, and then Davis and wife sold it all to Garrett while keeping the property. Davis took what property he could dismantle and use (the saw mill, conveyor belt?) in 1918 and surrendered the rest to the government.

In another research publication,* Archaeologist Tony Opperman suggested there were three documented brick manufacturing sites on Mulberry Island, a late 1700 site just north of it and another 4,000 ft. ESE of it perhaps along what is known as Mulberry Island Rd. The brickyard, a valuable archaeological and seasonal public site, was to be requested to be recognized on the National Register of Historic Places.

* Phase I Archaeological Survey by Opperman and Harding Polk II, MAAR associates, Feb. 1988, revised Apr. 1989.



The pug mill and brick maker were from Chambers Brothers Co. of Philadelphia. The 1884 Brick Making Machine probably was not contained in the similar building arrangement as shown, but the principle was the same. The chopped-to-consistency "mud" was poured in at the top along with water and sand, mixed to consistency and extruded as a ribbon of clay and then cut into bricks. The photo shows the remains of the machines today. The clay was delivered to the pug mill by conveyor belt from the bottom of the disintegrator, rather than by horse and cart as depicted above by the manufacturer.

Historical series 2.5A - May '96
FORT EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Written and arranged by Dick Ivy, Yorktown. Research by the Mid Atlantic Archaeological Research Associates, Williamsburg, for Fort Eustis, report by Antony F. Opperman, then research associate of MAAR, now Dir. of Cultural Resources of the Va, Dept. of Transportation, and published here condensed by FEHAA, P.O. Box 4468, Ft. Eustis, VA 23604..

Making bricks at Davis-Kimpton

Previously done by hand, industrialization (not without opposition) of brick-making by machine involved forcing "stiff mud" (clay) through a brick-shaped die by an auger (see art, p. 1), a technology pioneered by inventor Cyrus Chambers. Improvements quickly followed making management of the industry ever changing. There were 14 stiff-mud mechanized yards from Richmond to Norfolk. Cement block techniques in building construction decreased brick making industry somewhat after 1925. Newport News, 12 miles away by boat, used much of the D-K product, in their rapid growth in the late 1800s, early 1900s.

To manufacture brick this way, the following were necessary at the brickyard on Mulberry Island:

* Extractive area (digging the clay). Two large clay borrow pits. 7 acres, depth to 5 ft. (now tidal marshy areas). Opperman figured about 1,200,000 cu. ft. of clay was extracted in the 20 years, a suggestion of the production level.

* Manufacturing area. Seven elements:

Stationary steam engine, boiler - the power source to operate the machines and a documented saw operation on the site. The boiler has 78 pipes, perhaps built by H S G, the initials on the steam engine remains, thus far unidentified.

disintegrator - pulverized raw clay into uniform consistency. The machine was elevated above the rectangular brick-lined pit where clay was dropped in it from the machine.

pug mill - a trough approx. 6' long x 2' wide x 2' deep, with 30 cast iron mixing blades attached in sockets along the shaft. It would mix the clay with water or sand until it became stiff mud. The clay might have been transported from the disintegrator to the pug mill by a conveyor belt.

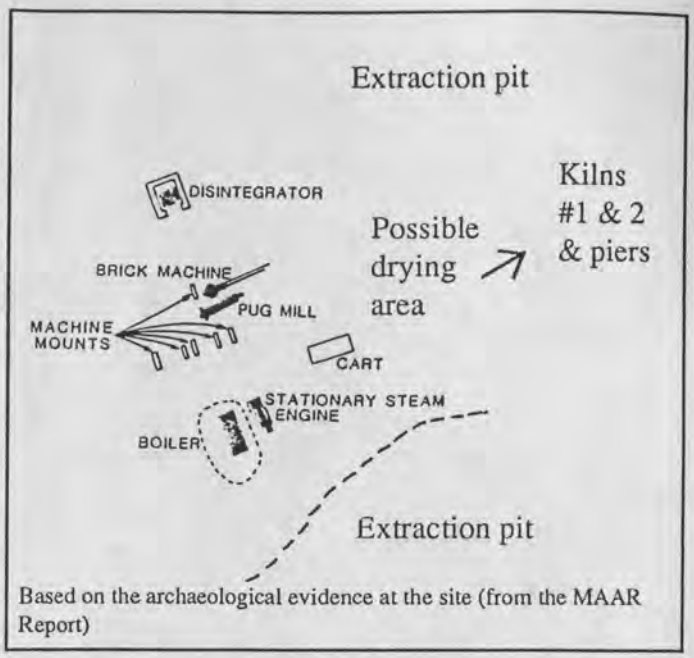
brick machine - immediately adjacent or at the end of to the pug mill, 7' long, and supported by an iron rail frame. Researchers think it is a Chambers C Model which cuts 50 bricks per min., or 25,000 bricks in ten hours, which sold for $1,500 in 1884.

machine mounts - two sets made of bricks with large anchor bolts, perhaps used to anchor sawing operations in c. 1904, perhaps removed when Davis left Mulberry Island, or drive machinery for brick making, or both.

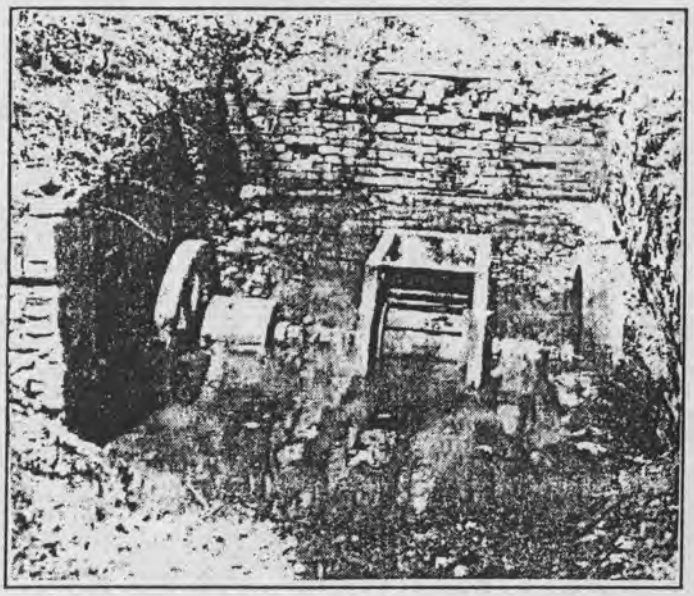
transport equipment - a cart remains 11'x4' wide, perhaps to haul the clay from the pits or unfired brick waiting to go to the kilns. There were several carts and wagons.

the kilns - the remains of two. Adjacent to the Warwick R. about 200' away from the production area, 54' long, 32' wide with a central passage and perpendicular flues at the sides connected perhaps under the passage. Bricks are laid in common bond. Cast iron grates would have covered the flues but are missing, though the supports for them are still present. The second kiln 73' long x 30.6' wide. The kiln probably had an open shed roof. The heat for drying brick was from coal-burning atop the grates.

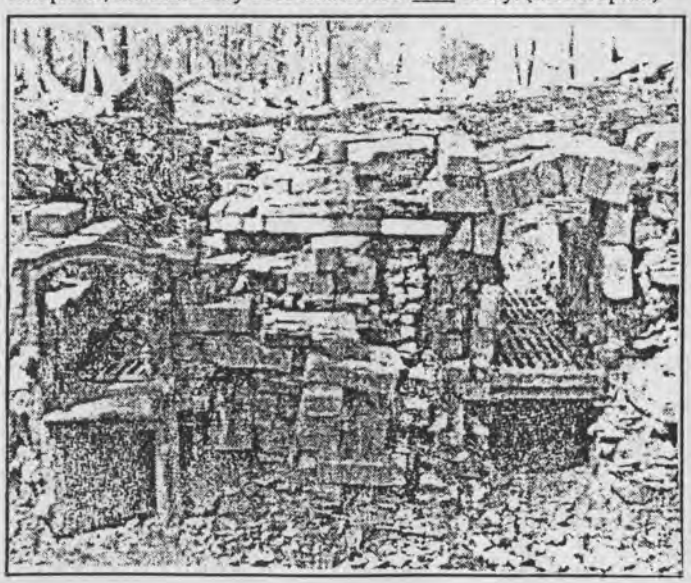
* **associated support structures** - In 1918, the maps showed 2 large buildings (kilns) on the property, near the substantial wharf, and a road leading to the kilns. There was a smaller building along the road to the kilns, perhaps an office.

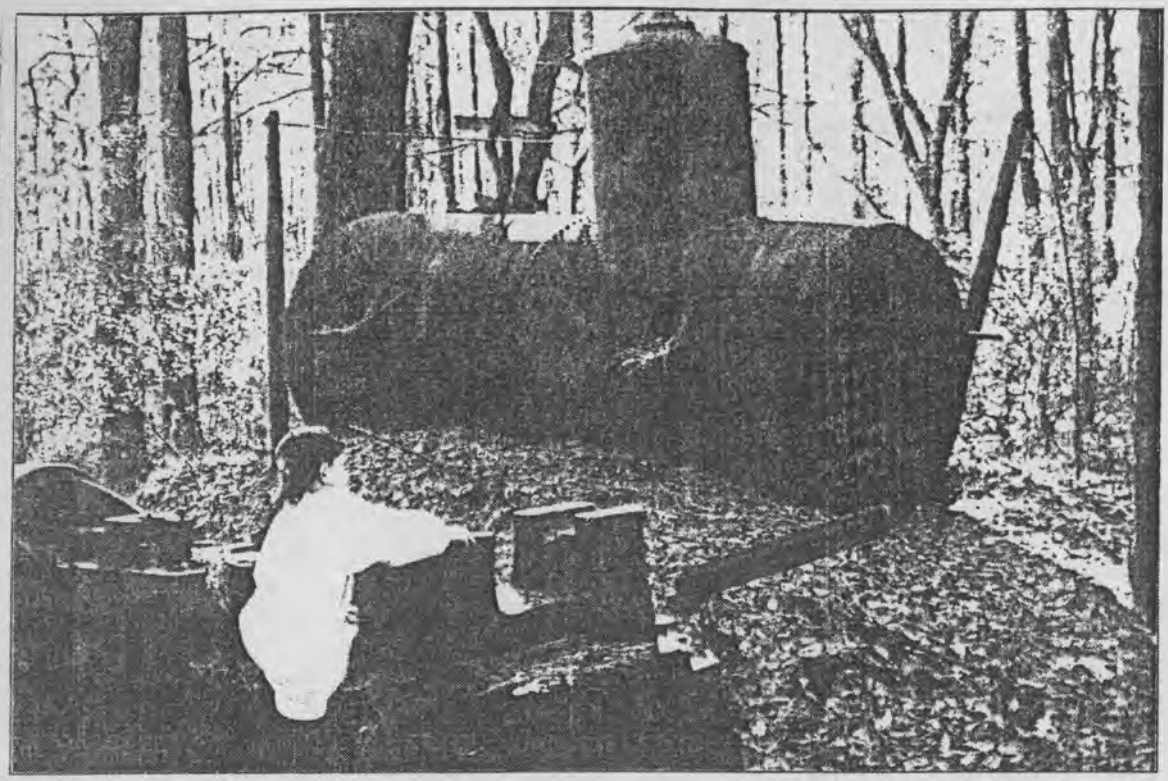


Based on the archaeological evidence at the site (from the MAAR Report)



The Disintegrator whose bottom is 4' below top level is of English bond built of waster (discard) brick, laid with a Portland cement. Bottom photo, the kiln. Only door frames are seen today. (MAAR print)





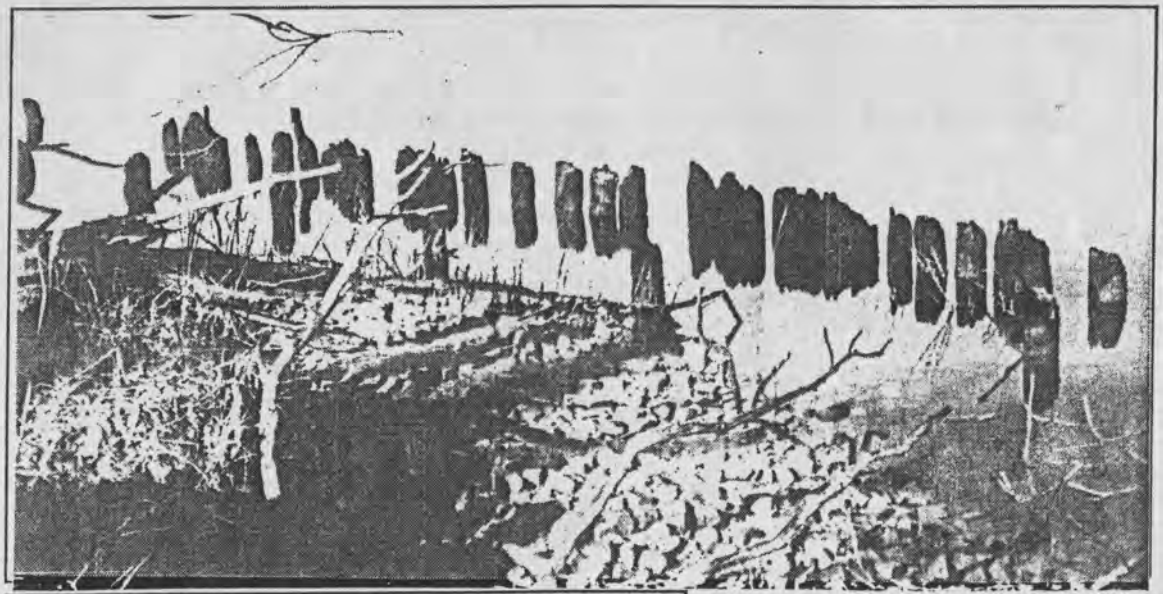
Top photo, the boiler, once elevated on poles, next to the remains of the stationary steam engine. What's left of the pier supports in the Warwick R. Photos by Dan Story in late 1995. Below, map of the limited access area thru a marshy creek, terrain changed by the commercial cutting of trees a few years ago.

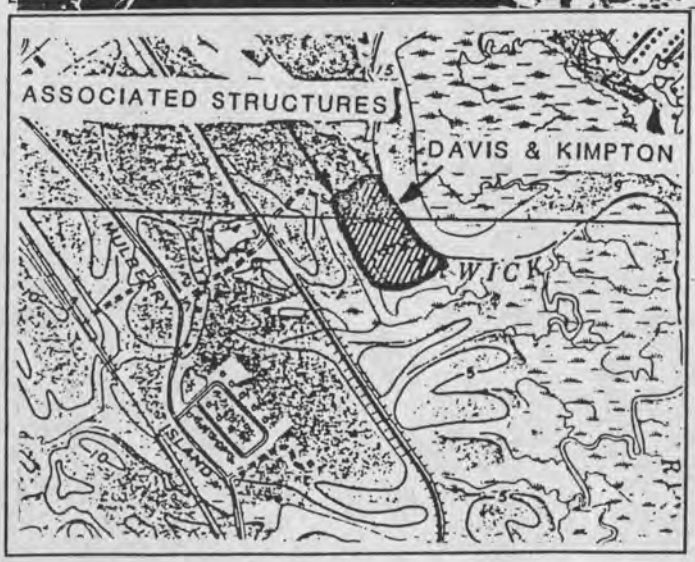
Making bricks, *making way,*

What can <u>we</u> do to conserve this historic treasure?

p. 4

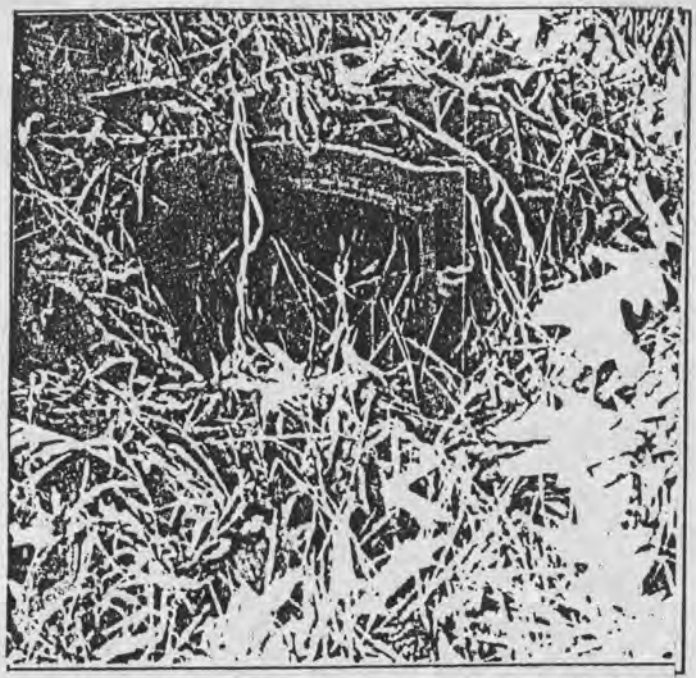
Artifacts from the MAAR survey are at the Va. Dept of Historic Research, Richmond

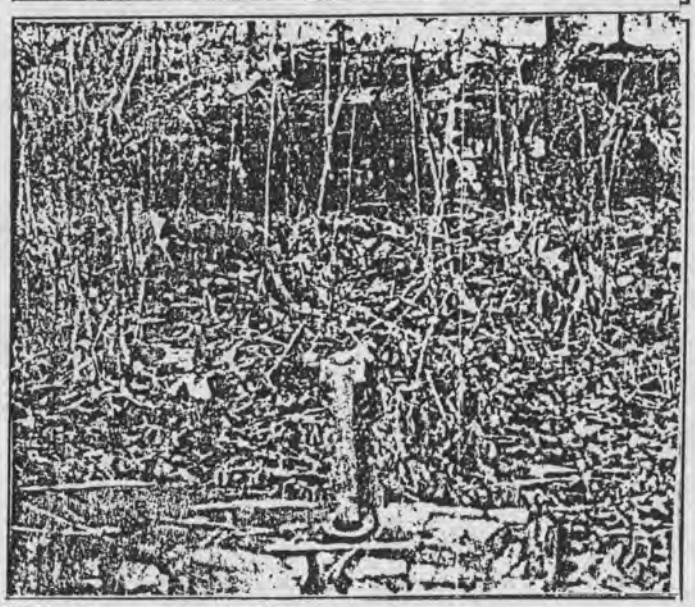




The archaeologists found some 2 1/2" (others 1 1/8") high brick tiles on the property indicating other items produced besides brick. Some bricks were longer (8 1/4 to 8 7/8") and wider (4 to 4 1/2"). It is possible that several dies determined the width. The cutter setting determined the length.

The Davis-Kimpton Brickyard is important to both local history, contributing to the speedy development of Newport News, and as a regional industrial trend using modern techniques.





Photos at left, What's down below? The top of one of the cast iron entryways into a brick kiln. Below, machine mounts with the upright bolts.

What can we do?

* Fort Eustis Boy Scouts have volunteered to work at the site after the frost in 1996 and perhaps another group with a historic mission of sub-managing historic sites.
* Establish tour guides trained to tell the story for special tours or open house. Make season-proof signs for the various steps of brick-making, and identifying equipment present. Mark building shadows and identifying clay pits.
* Make a road to the site that can be followed in appropriate seasons, and maintain security of the area, and monitoring.
* Pursue ways to erect an historical marker on Mulberry Island Road commemorating the historic place "One mile northeast of here . . ."
* Work under the general control of the Environmental Section of the Dept. of Public Works, and the historical guidance of Fort Eustis Historical & Archaeological Assn.
* With official guidance, do archaeological work to uncover drying sheds, conveyor belt supports, other products and items and more history items for this high integrity site.

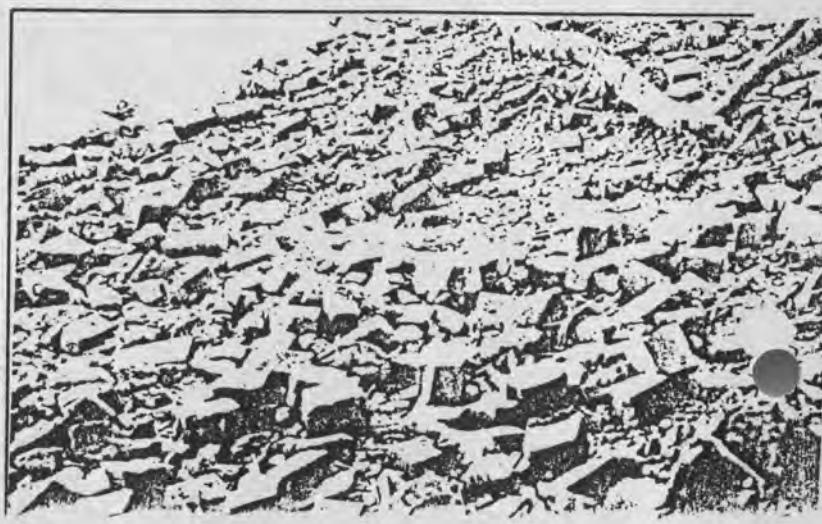
Making NN's bricks

All of the brick production equipment depended on the stationary steam engine as a source of power, transported by belt drive equipment at a distance of about 50 ft. The boiler was fired by coal, perhaps loaded into the firebox over the coal cinders. [Is that what is piled next to the boiler?] The boiler water is converted to steam and passed to the engine through a vent in the top and a vent adjacent to the piston and cyclinder. The engine would have driven a large axle with an attached belt wheel, perhaps the largest so that power would be transferred at increased revolutions per minute. It was probably a dangerous place to work at with exposed, powerful and moving equipment.

The raw clay, delivered from the pits, would be loaded on carts, unloaded by hand or on a ramp being dumped into a wooden hopper on the top of the disintegrator and pulverized into a uniform consistency, falling through the machine into the pit below. A conveyor belt took the clay to the pug mill, probably situated above the brick machine, dropped in and mixed with water or sand for the consistency. The stepped blades of the pug mill would mix it well. The product would drop into the brick machine. Mixing blades would push the stiff mud through a brick-shaped matrix. The bar of clay would be pushed out on the line where a circular cutting wheel would cut it into bricks.

The "green" bricks would be transported by cart to a drying shed or under pole-supported tarps and air-dried most likely. Taking a long time drying, depending on the weather, the bricks would be loaded when dry into the kilns through the narrow ends and placed on benches between the flues with sufficient space between bricks for an even flow of heated air. Coal would be loaded on the channel grates with wood under it. The wood ignited the coal. Cinders would fall through and with the ashes removed from the lower chamber. More wood and coal would be added for several days of firing. Then the kilns would be cooled and the bricks removed and loaded on shipping sailing down the Warwick to lower Newport News. (from the MAAR report, edited.)

Below, waster brick on the shore of the Warwick R.



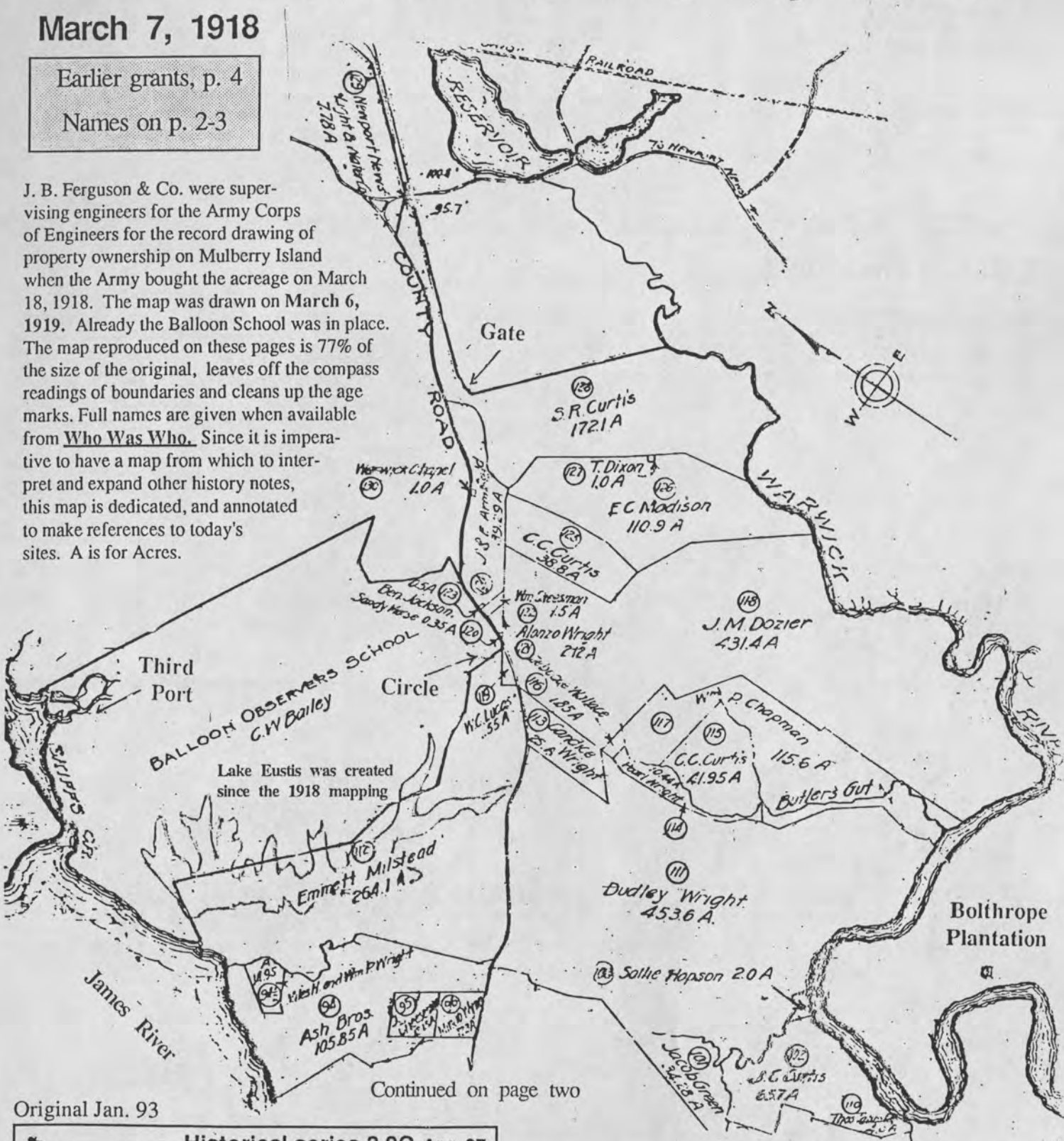
Who owned what at Mulberry Island

March 7, 1918

Earlier grants, p. 4

Names on p. 2-3

J. B. Ferguson & Co. were supervising engineers for the Army Corps of Engineers for the record drawing of property ownership on Mulberry Island when the Army bought the acreage on March 18, 1918. The map was drawn on **March 6, 1919.** Already the Balloon School was in place. The map reproduced on these pages is 77% of the size of the original, leaves off the compass readings of boundaries and cleans up the age marks. Full names are given when available from Who Was Who. Since it is imperative to have a map from which to interpret and expand other history notes, this map is dedicated, and annotated to make references to today's sites. A is for Acres.



Continued on page two

Original Jan. 93

Historical series 3.0C-Apr. 97
FT. EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Researched, written, and arranged by Dick Ivy, Yorktown, and published by FEHAA, P.O. Box 4468, Ft. Eustis, VA 23604. New issues of M.I. history available to members when published, back issues at a cost.

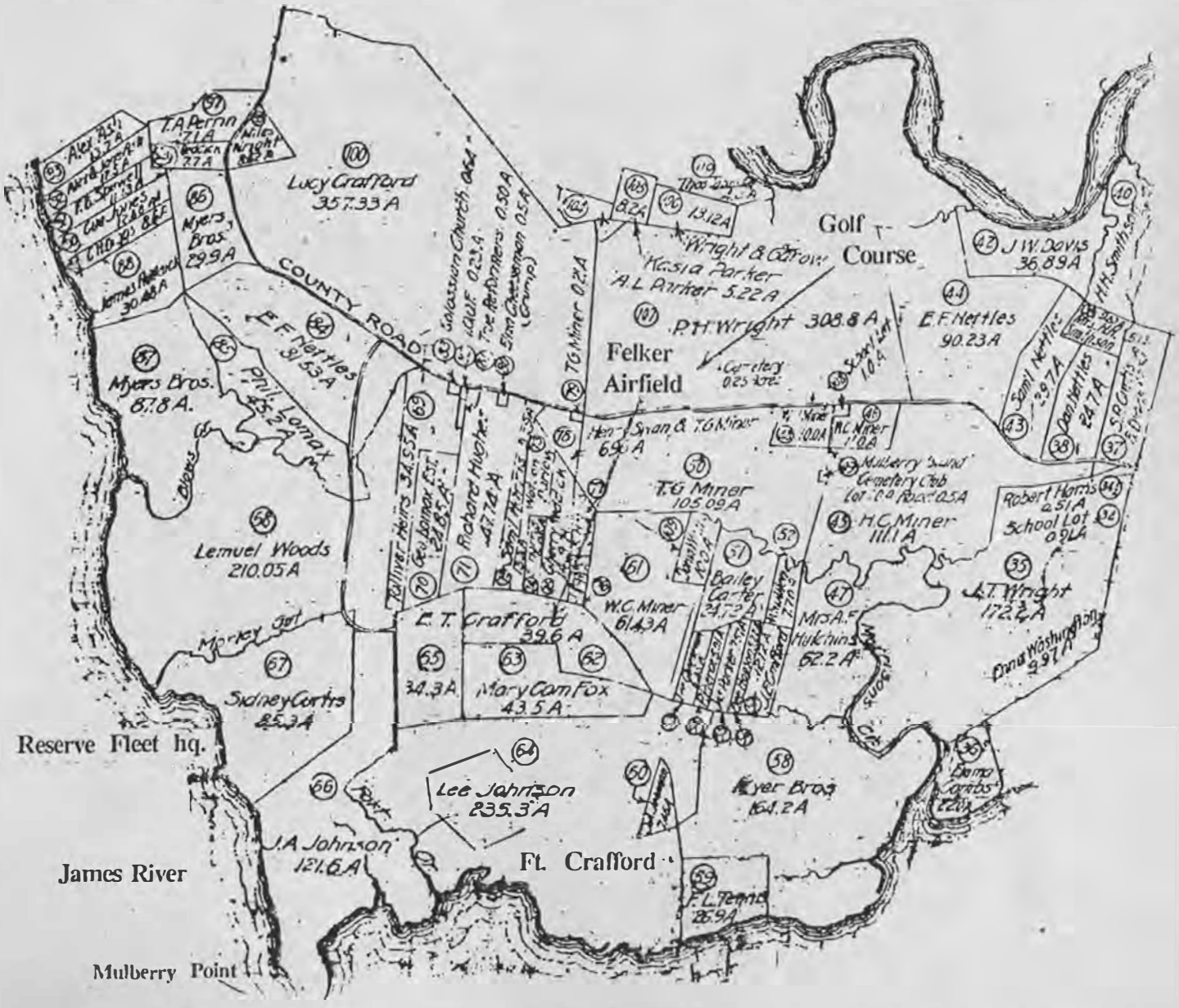
Mulberry Island and adjacent properties were purchased by the Federal government for a total of $538,000 on March 7, 1918 (an average of $65 an acre). Those living here were given 30 days to clear off their properties.

Civil War Fort Crafford was on Johnson's lot #64

100 - Lucy Crafford
99 - Miles Wright, 8.62A (farmer)(Mulatto)
98 - Deliah [Harris] Reddick, 7.7A (Black)
97 - J. A. Perrin, 17.1A
93 - Alex. Ash, 13.7A (Mulatto)(carpenter)
92 - Alex. & Jane Ash, 12.5A
91 - F. Brown Suwell, 11.13A (Black)
90 - Cue Jones, 12.88A
89 - C. H. Diggs, 8.6A
88 - James Reddick, 20.48A
87 - Myers Bros., 87.8A
86 - Myers Bros., 29.9A
85 - Philip Lomax, 45.2A
84 - E. F. Nettles, 81.53A
83 - Collosians Church, .6A
82 - I.O.O.F. (Odd Fellows), .23A
81 - True Reformers, .5A
80 - Eliza Cheeseman, .5A
79 - T. G. Miner, .21A
78 - Henry Swan, 6.96A
77 - Samuel Harris, 5.1A [sister Deliah]
76 - John Reddick, 3.79A

75 - Cherry Reddick, 14A
74 - Samuel Harris, 6.05A
73 - Watson Barlow, 13.3A
72 - Samuel Harris, 6.05A
71 - Richard Hughes, 47.74A
70 - George Lomax Est., 24.85
69 - Tolliver heirs, 34.95A
68 - Lemuel Woods, 210.05A
67 - Sidney Curtis, 85.3A
66 - J. A. Johnson, 121.6A
65 - E. T. Crafford, 34.3A
64 - Lee Johnson, 235.3A
63 - Mary Cam Fox, 43.5A
62 - E. T. Crafford, 39.6A
61 - W. C. Miner, 61.43A
60 - J. A. Johnson, 7.46A
59 - F. L. Tennis, 26.9A
58 - Myer Bros., 164.2A
57 - J. L. Crafford, 12.12A
56 - Dee Hopson, 5.22A (Zebedee? Mulatto)
55 - James Parker, 7.57A
54 - Priscilla Pierce, 5.01A

53 - Lee Cheeseman, 6.35A
52 - William Allen, 7.7A
51 - Bailey Carter, 24.72A
50 - T. G. Miner, 105.09
49 - Mulberry Isl. Cemetery Club, 1A
- road to cemetery .5A
48 - W. H. Miner, 10A
47 - Mrs. A. F. Hutchins, 62.3A
46 - W. C. Miner, 11A
45 - H. C. Miner, 111.1A
44 - E. F. Nettles, 90.23A
43 - Samuel Nettles, 29.7A
42 - John W. Davis, 36.89A - [Brickyard]
41 - D.W. & S. J. Nettles, 41.54A
40 - H. H. Smithson, 28.7A
39 - Mrs. H. H. Smithson, 9.83A
38 - Daniel Nettles, 24.7A
37 - S. R. Curtis & Diggs, 22.54A
36 - Emma Combs, 22A
35 - J. T. Wright, 172.2A (P.H.'s son)
34 - School lot, .9A
34 1/2 - Robert Harris, .51A



As Mulberry Island narrows

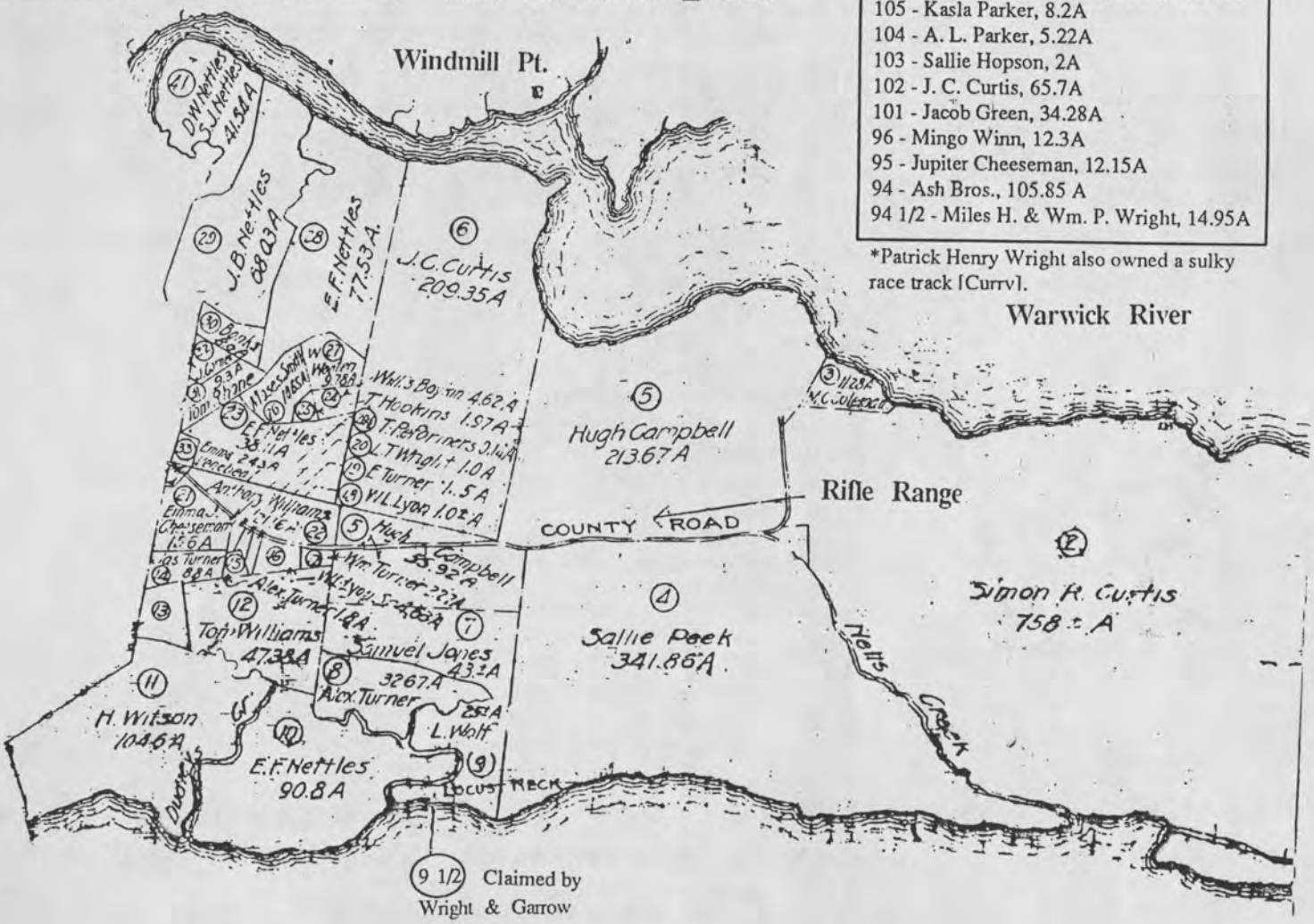
33- Emma Venebeal, 2.43A
32 - John Cornex, 5.13A
31 - Thomas Rhone, 9.3A
30 - W. L. Banks, 8A
29 - J. F. Nettles, 77.53A
28 - E. F. Nettles, 68.03A
27 - Wm.* Wooten, 9.78A [*deacon & Lucy]
26 - Moses Smith, 10.65A
25 - T. Hopkins, 1.97A
24 - Wills Boykin, 4.63A
23 - E. F. Nettles, 38.11A
22 - Anthony Williams, 21.16A
21 - Emma J. Cheeseman, 15.6A, (Black)
20 - L. T. Wright, 1A
20 1/2 - True Reformers, .14A
19 - Eliza Turner, 1.5A
18 - W. L. Lyon Sr., 1A
17 - William Turner, 2.27A
16 - W. L. Lyon Sr., 4.63A
15 - Alex. Turner, 1.8A
14 - James Turner, 2.27A
13 - Ennis Washington, 9.97A
12 - Thomas Williams, 47.38A
11 - H. Wilson, 104.6A
10 - E. F. Nettles, 90.8A
9 - L. Wolf, 25A
9 1/2 - J. T. Wright & C. N. Garrow. 3A
8 - Alex. Turner Sr., 32.67A
7 - Samuel Jones, 43A
6 - J. C. Curtis, 209.35A
5 - Hugh Campbell, 213.67A & 55.92A
4 - Sallie [H.] Peek, 241.86A
3 - M. C. Coleman, 11.28A
2 - S. R. Curtis, 758A
1 - Herbst & Leakey, 53.92A & 7.93A

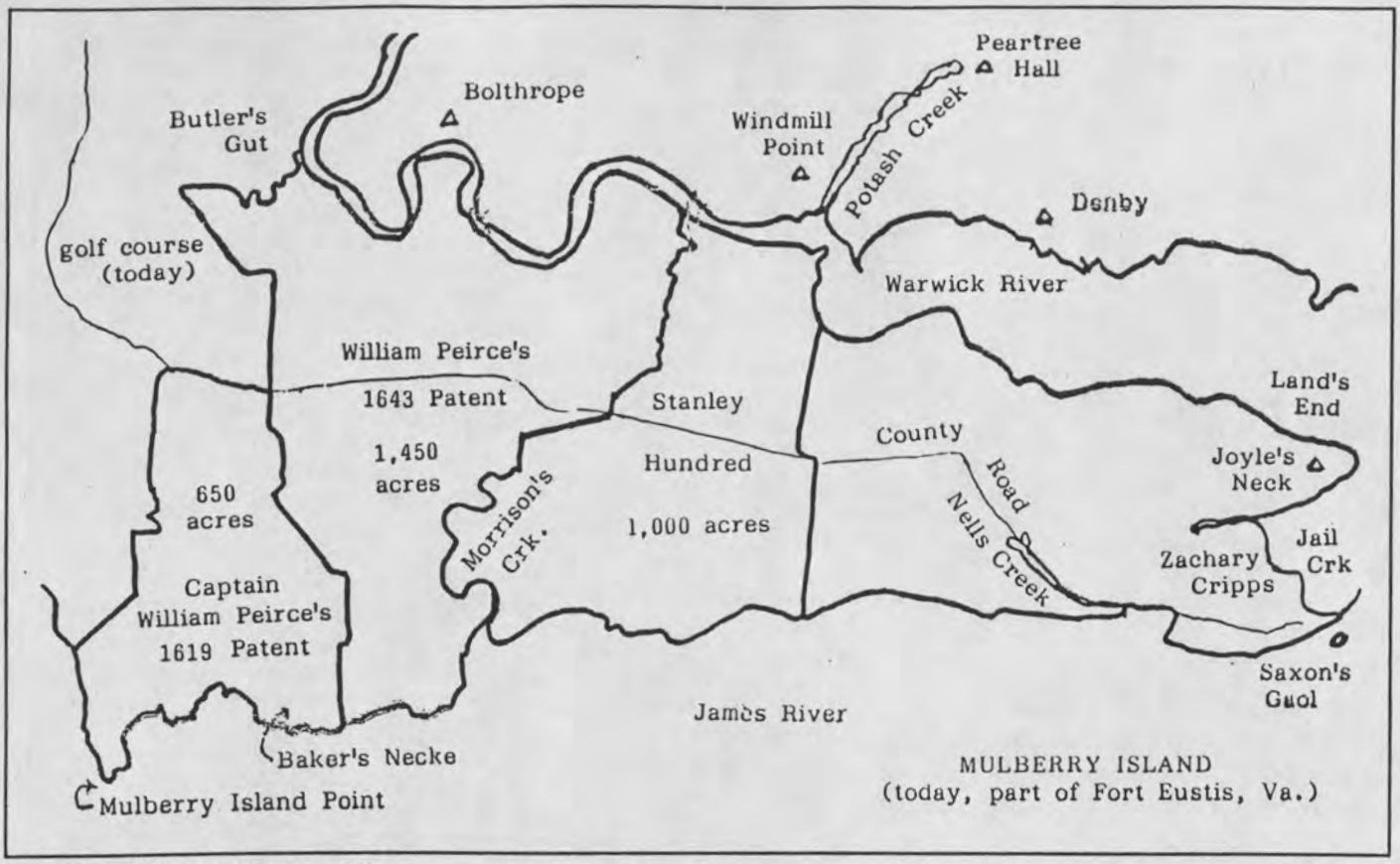
E. F. Nettles owned 277.9A in four lots. J. F., D.W. & S.J., Daniel, and Samuel owned a total of 173.47A and more. S.R. Curtis owned at least 930.8A in two lots. Charles C., son of Samuel & Ely Curtis, owned 80.75A in two lots. James C. owned 209.35A and Sidney S., 85.3A, sons of Wm. H. & Marthia Curtis.

Page one sites, owners

130 - Warwick Chapel , 1A
129 - NN Light & Water Co., 7.78A
128 - S. R. Curtis, 172.8A
127 - T. Dixon, 1A
126 - E. C. Madison, 110.9A
125 - C.C. Curtis, 38.8A
124 - J&E Armfield, 39.29A (Mulatto)
123 - Benjamin Jackson, .5A
122 - Wm. Cheeseman, 1.5A
121 - Alonzo Wright, 2.12A
120 - Sandy Morse, .35A
119 - W. C. Lucas, 1.55A
118 - J. M. Dozier, 431.4A
117 - Wm. Chapman, 115.6A
116 - Zebedee Wallace, 1.85A
115 - C.C. Curtis, 41.95A
114 - Pearl Wright, 10.44A
113 - Candice Wright, 25A
112 - Emmet Milstead, 264.1A
111 - Dudley Wright, 453.6A (Mulatto)
110 - Thomas Tabb Est., 4A
109 - Donia Winn, 10A
108 - School lot, 1A
107 - P. H. Wright, 308.8 (White grocer)*
106 - Wright & Garrow grocery, 13.12A
105 - Kasla Parker, 8.2A
104 - A. L. Parker, 5.22A
103 - Sallie Hopson, 2A
102 - J. C. Curtis, 65.7A
101 - Jacob Green, 34.28A
96 - Mingo Winn, 12.3A
95 - Jupiter Cheeseman, 12.15A
94 - Ash Bros., 105.85 A
94 1/2 - Miles H. & Wm. P. Wright, 14.95A

*Patrick Henry Wright also owned a sulky race track [Currv].





from Arthur & Dorothy Vollertsen, The Carys and the Peirces: Mulberry Island Families, Citizen Publications, Yorktown, Va., 1983, for FEHAA, p. 34. Most of the orginal grant lines can be seen on the 1918 map.

The origins of Mulberry Island families

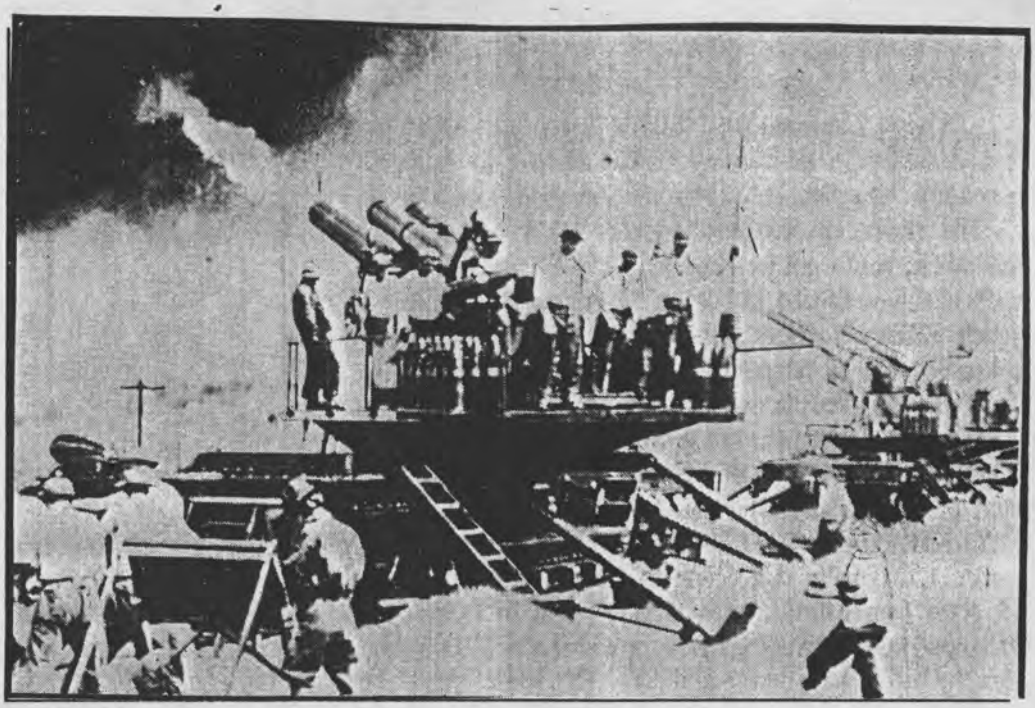
Mulberry Island was probably so called because of the wild mulberries growing here. Called Mulberry even before **1610** (where colonists were met by Lord de la Warr's ship when evacuating Jamestown), silk culture experiments here were not reported until after 1614. **English arrived as early as 1618.** In the 1622 Indian massacre, it is thought many died here. Though contested because he wrote a later letter, John Rolfe was thought to have died in the massacre or from wounds later, since Jane Rolfe remarried in 1623. **In 1625,** the Census showed **25 men and 5 women** living on Mulberry Island.

Burgesses from Mulberry Island came from the Barham, Clause, Aiken, Bennett and Spencer families. Land was owned by the Pooles, Bernards, Peppetts, Nowells (or Lowells), Claybornes and Willis Hely (or Heley), pastor of Mulberry Island.

Thomas Harwood owned 1500 acres around Skiffes Creek by 1626, and son Humphrey Harwood inherited all but a section given to Capt. Nathaniel Hurd. Stanley Hundred was first granted to Gov. Sir George Yeardley in 1621. Lt. **Thomas Flint** and wife Mary had it for just a year. **John Brewer** who got it in 1629 left Stanley Hundred to his son John in May 1636, who in turn sold it to **Miles Cary.** Cary also bought the property of Zachary Cripps including Joyle's Neck and Saxon's Gaol. Miles willed his properties to son William. His Skiffes Crk. land was sold to **Allen Jones in 1764.** [See pending FE fact sheet on "The Ancient Planters of M.I." for more on the Pierces and the Carys.]

Freed slaves bought farms here

The slaves who followed the Union Army were brought to Old Point, Hampton, and Gen. Benjamin Butler housed them in barracks built where Hampton Institute was later built. And at the live oak tree (still there in the picnic area), the Emancipation Proclamation was read to the freed slaves. Alexander & Susan Ash were placed in a 4-room house on Washington St., Hampton. Many of the freed banded together to work to clear land and build for HI founder Gen. Samuel C. Armstrong. With the earnings, the Ashes bought an old farm with a house on Mulberry Island on the James River. Alexander, a fine carpenter, helped build Virginia and Academic Halls at HI. He later moved to Folley's Farm in Williamsburg where he died and is buried there.– Written 1972-74 by Lillian W. Kemp to Lulu, and talked of Lulu's grandmother Mary Ash Wieden's grandmother who was Mary (a Powhatan) whose husband was William Brown, a slave. *The information was excerpted, edited.*



Railcar-mounted guns of the 52nd CA Regt. sound off.
Photos courtesy of USA Transportation Museum.

The camp was established Mar. 19, 1918, by Authorization #86. Missions were established in later orders in 1918 to include being part of the Coastal Defense of the Chesapeake Bay and Artillery concentration camp and as a replacement training center for Coast Artillery Corps units.

WWI Artillery training center — Camp Eustis

1918-1919

This letter, dated Mar. 7, 1918, to President Woodrow Wilson, was a crucial step in the birth of what is today Fort Eustis.

My Dear President:

In a project recommended by the General Staff it is proposed to establish in the vicinity of the Coast Defenses of Chesapeake Bay a point of concentration, organization, equipment, training and embarkation of the troops of the Coast Artillery Corps intended for duty abroad as heavy field artillery, and as trench mortar batteries and anti-aircraft artillery troops.

In order that the necessary land may be purchased for this project, I request that you allot from your Emergency Fund "National Security and Defense" the amount of $538,000.00 for the purchase of Mulberry Island, also land for a suitable firing position for the extreme range armament, and a camp site, all of which are located in the vicinity of the Coast Defenses of the Chesapeake Bay.

The purchase, rather than the lease of this land, will be a saving for the Government, and I consider the terms to be reasonable.

Estimates will be submitted to Congress for the appropriation of this amount of money in order that your fund may be reimbursed.

Cordially yours,
Benedict Crowell,
Acting Secretary of War

Eustis as an artillery experimental shop, *p. 4*

ORIGINAL AUTHORIZATION

Memorandum to all Divisions: March 19, 1918.

Authorization No. 86,

"CAMP ABRAHAM EUSTIS"

1. In accordance with the approval of the acting Secretary od War under date of March 7, 1918, through the Chief of Staff (copy of which is hereto attached), you are hereby authorized to proceed with the construction of

(A) A concentration camp to be located near Fort Monroe, Virginia. for the purpose of concentrating, organizing, equipping, training and embarking troops of the Coast Artillery Corps intended for duty abroad as Field Artillery, Railway Artillery, Trench Mortar Battery and Anti-Aircraft troops.

(B) Also the purchase of the necessary land for a camp site and for a target range.

2. This cantonment is to have a maximum capacity of 12,000 troops, and will be used jointly by the Signal Corps and the Coast Artillery Troops.

3. This construction work is to be done by the Construction Division from funds which have been submitted for inclusion in the Urgent Deficiency Bill now pending before Congress, while the funds for the purchase of the necessary land will be drawn from the Emergency Fund, "National Security and Defense."

4. The official name of this job will be:

"Camp Abraham Eustis"

The postoffice, telegraph, freight and express addresses will be issued at a later date.

C.C. Wright,
Major Quartermaster, N.A.*

* National Army

Historical series 3.1C - Mar 93
FT. EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Researched, written, and arranged by Dick Ivy, Yorktown, and Director Ethel MacKnight, Denbigh, and published by FEHAA. P.O. Box 4468, Ft. Eustis, VA 23604. Updates the post's HIST 2B, Apr '82.

Building the camp & the Artillery presence

The U.S. entered the World War on April 6, 1917. First American Expeditionary Forces arrived in Europe June 25th. On Nov. 11, 1918, the Armistice was signed.

The suggestion that Artillerymen fire at targets on land which could not be observed from a gun position, much like it would be in combat in France, was made by French military advisors on duty at the Artillery School of Practice at Fort Monroe on Jan. 17, 1918. Mulberry Island was selected though it could only provide a range maximum of 7,000 yds., but it was a place that could be safe from intrusion and also bordered by water which could provide a shooting range over water.

In addition to the **5,672 acres** of Mulberry Island, another **1,721 acres** connecting to the island was bought. 115 acres later called **Camp Wallace** built in October 1918 now known as Kings Mill provided the 20,000 yd. range for firing long range artillery. The island would be the range, the latter for the camp. It soon became the site to organize, equip, train and embark troops of the Coast Artillery for duty in France. A third of the post, 588 acres, was used as the **Army Air Service Balloon Observation School.**

First construction period: Mar. 25 - Oct. 2, 1918. Second construction period: Oct. 3 - June 1919.

Construction of a simple cantonment type camp designed for 12,000 troops was started even before former owners had moved out. The first ground was broken for an office building in April. On May 3, 1918, two units from Fort Monroe arrived and took the roles of military police and target trench digging.

By August 1918, quarters had been completed for more than 19,000 troops. The 61st Artillery Regimental Hq., and two of its batteries were the first troops to occupy barracks on June 7th. They raised the first flag on the post July 4, 1918.

CAMP ABRAHAM EUSTIS was named for Brevet Brig. Gen. Abraham Eustis (b. Petersburg, Va., 1786, d. Portland, Me., 1843) was the first active commandant of the Artillery School of Practice and commander of Fort Monroe 10 years. His service spanned 35 yrs. Left, Eustis at age 51.

The greatest number of builders at Eustis was 6,293 on July 9, 1918. It was built for $14 million.*

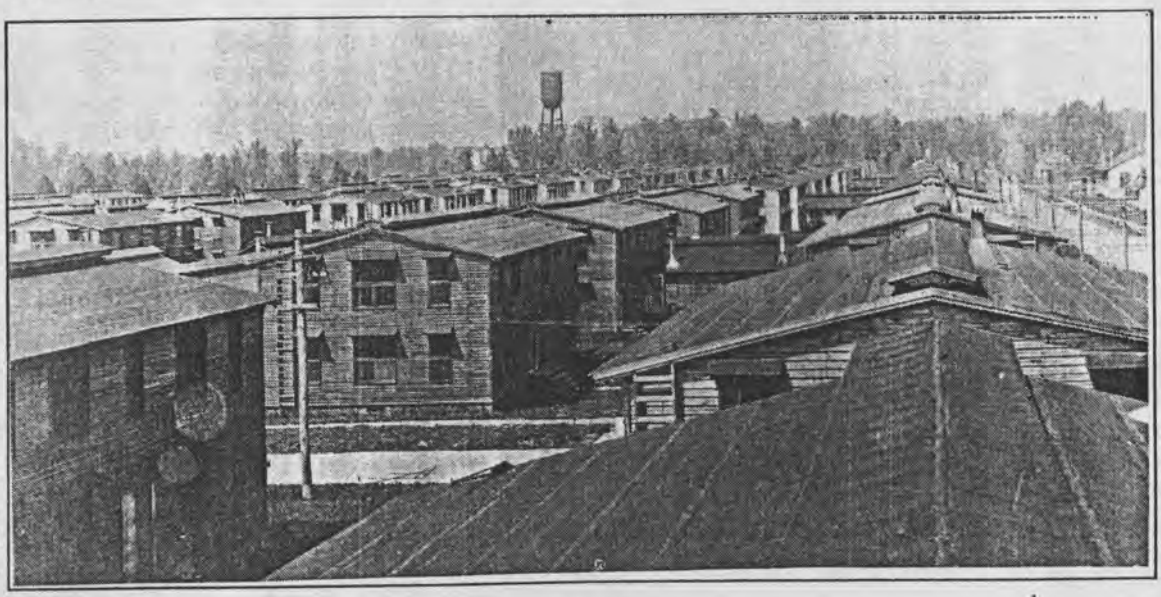
Three schools

There were three schools: motor transport, trench mortar, and air balloon, as well as extensive artillery training. An extensive rail line was built. In 1923, it had 22 miles of track. Officers from Fort Monroe came to Eustis to fire large calibre guns similar to those being used in France, under simulated combat conditions on the 20,000 yd. range. Vibration from the firing shook the island.

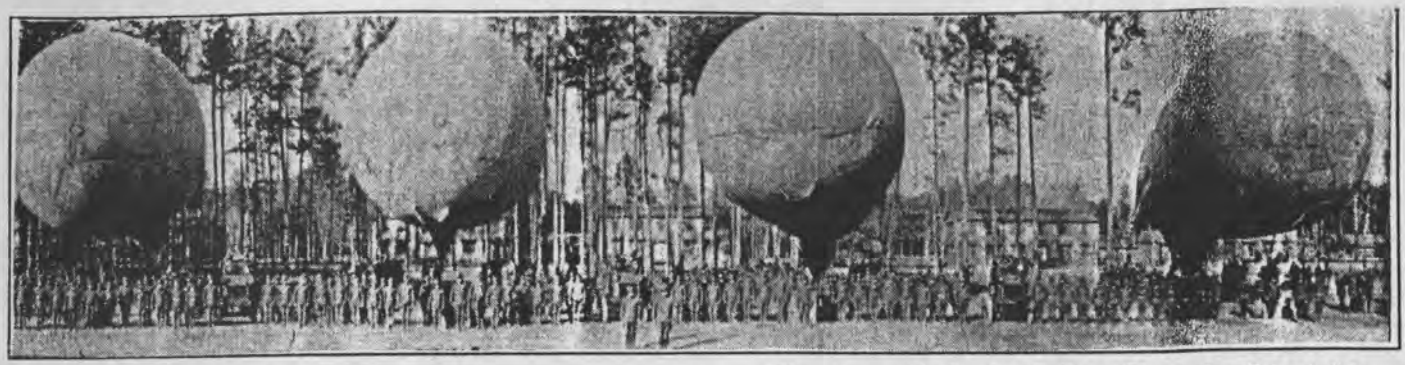
Training was the paramount mission. 20,000 soldiers shipped to France from Eustis out of the Newport News Port of Embarkation. After the war, 13,000 arrived at Eustis for out-processing. Demobilized units at Eustis in December 1918 accounted for 33,000.

Brig. Gen. Sunderland lived in the remodeled house of William Lee's Big Oak Farm in the central post, although FEHAA has not been able to identify the lot on the 1918 engineer map. He was identified as being there in 1915 in an article about the camp in the Daily Press, March 26, 1987, and perhaps sold it before the 1918 map was drawn.

* Daily Press, Oct. 19, 1921. Cost was repeated several times.



For much of WWI, troops lived in tents. The office buildings were hastily constructed shacks. These barracks, begun in 1919, were standard Army barracks in which perhaps WWII soldiers later lived. Where were these located? What road is that on the left? They were later identfied as housing National Guard troops.



Units from Ft. Monroe, arrival dates
Hq.Co. & A Btry, 2nd Trench Mortar Bn. May 3, 1918
Btry C, 61st Arty May 19, '18; Btry D, 61st Arty May 26, '18
Btry C, 52nd Arty Aug. 22, '19; Btry D, 52nd Arty Sep. 23, '19

UNITS AT CAMP EUSTIS. Departed for POE*

Coast Artillery Brigades: 30th, *37th, *38th, *41st, 42nd# & 43rd#.
Coast Artillery Regiments: 27th#, 30th#, 31st#, 32nd#, 33rd#, 34th#, *36th, *37th, *38th, 41st, 42nd, 43rd, *45th, *46th, *47th, *48th, *49th, *50th, 52nd, 53rd, *61st, 62nd, 64th, 69th.
Coast Artillery Bns: 2nd Trench Mortar Bn.
Ammunition trains: *4th Trench Mortar Bn., 56th#, 57th# Amm Tn.
Anti-aircraft Bns: *4th & 8th.
AA Btry: 9th, *13th, *14th, *15th#, *16th#, 17th#, 56th, 57th.
Quartermaster Corps: 401st, 431st Service Bns.
QM Construction companies: 20th, 21st, 22nd, 23rd.
Signal Corps: Army Balloon School.
Air Service Balloon Co's: 18th, 19th, 20th, 21st, 23rd, 26th, 27th, 28th, 29th, 30th, 32nd, 33rd, 41st, 70th, 71st, 91st, 92nd.

* Units left for Newport News POE. Info from Lt. Col. Fred M. Green, "Coast Artillery Training in the War" in **The Journal of the U.S. Artillery.** Units left from July thru Nov. 1918, had few or no months in the war. Demobilized in Dec. 1918. #. Green's record only covers between June and Dec. 1918.

WWI Commanders of Camp Eustis
1 Apr '18 - Col (BG) Frank K. Ferguson
18 Nov. '18 - Col. Edward J. Timberlake.
10 Dec '18 - June '19 - BG Archibald H. Sunderland
Jun '19 - Sept '19 - Col. James D. Watson

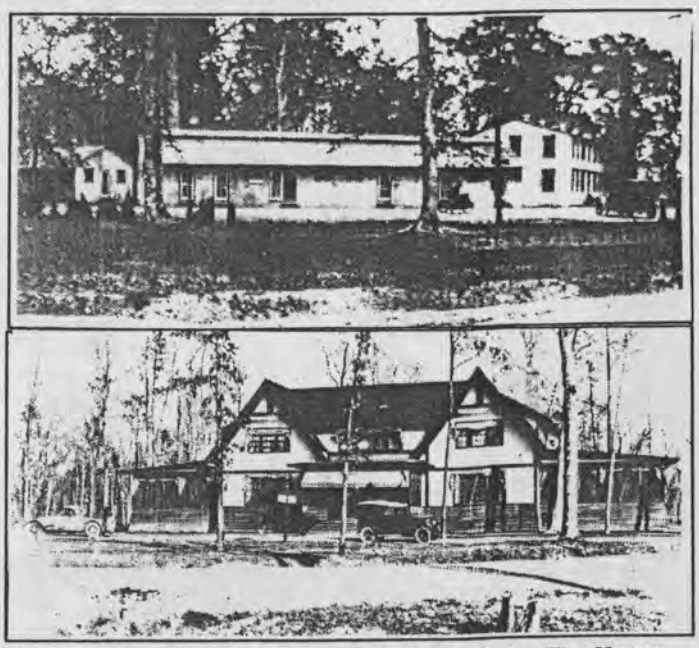
The 1500-seat Liberty Theatre was dedicated on Washington's Birthday, Feb. 22, 1919. A large crowd was present for the gala event, but the projector didn't work. A speaker walked center stage and said, "This building is hereby dedicated" and everybody left. The movie was postponed.

The Army Air Service Balloon Observation School (also known as the Lee Hall . . .) of the Signal Corps cost about $1,500,000 to establish. Student capacity was 1,442. Companies were formed for service overseas. Co-locating at Fort Eustis with the Artillery provided an opportunity for cooperation with artillery firing, particularly for the new heavy railway guns. Often, during heavy firing schedules, as many as seven balloons were aloft. It was one of three like schools in the Army, but the Eustis one was unique in training in both land and water observation.

Mulberry Island Pier

Construction of a Mulberry Island Pier was begun Aug. 8, 1918. It was 3,400 ft. into the James River with an elevation floor of 9.5 ft. above mean sea level. A rail spur went over the pier to a warehouse at its end. The origin al idea was to use it as an embarkation point (Trebell's Landing) for artillery troops going overseas. Today it is the Maritime Commission Pier of the James River Reserve Fleet. On Apr. 20, 1919, the first boat docked there to take 250 troops from Regimental "G" Hq. on maneuvers.

Coast Artillery Training Ctr. May 1918 - June 1919
Unfinished camp hospital opened Sep. 16, 1918
Anti-aircraft Artillery School, est. Sep. 19, 1918



The post was commanded from this building (top). The Hostess House, forerunner of today's guest houses, also housed nurses and teachers, was built in 1918. Virginia M. Burcher of Newport News remembers the social affairs director was Mabel Marsh.

Eustis experimental shop of the Coast Artillery

Anti-aircraft, tractor howitzers, railway guns

Men of the 54th CA Replacement Regt. from Eustis manned guns to protect the Expeditionary Force and Gen. Pershing's headquarters at Chaumont, France, and turned back German bombers day and night.

In 1918, one battalion and four companies were working the complex anti-aircraft training mission. It required personnel smart in mathematics to figure trajectory and target acquisition. The results later in France were beyond expectation. For every 8,000 shots, one plane was downed. One AAA battery recorded 17 planes shot down.

Camp Abraham Eustis was known as the "experimental shop of the Coast Artillery Corps." One of the experiments resulted in the post-war retention of the 52nd CA Regt. as an Artillery Railway Regt. Large guns were moved from place to place on specially fitted railcars.

In 1919, a new and sensational weapon, **the tractor-mounted 8-inch howitzer, was tried at Eustis**. It could go where rail couldn't. It gave birth to the 51st Coast Artillery Regt. (Tractor).

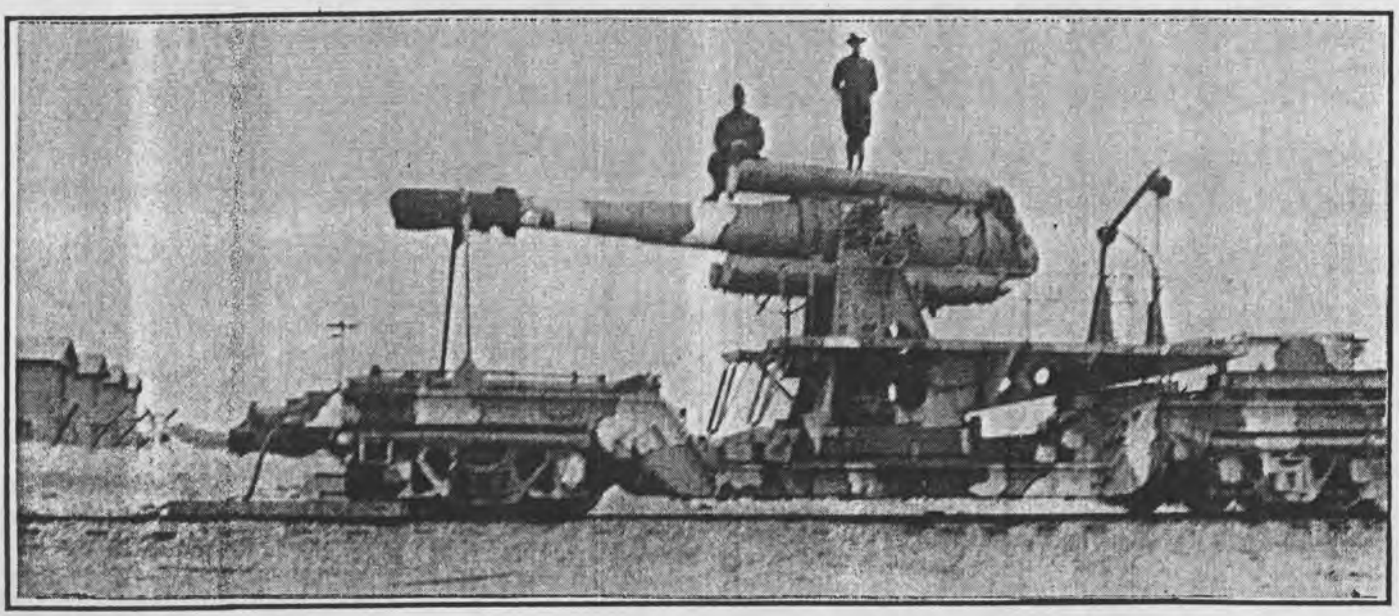
Camp Wallace gave gunners the 20,000 yd. range

Camp Wallace (now part of Busch Properties) was bought because the firing range at Eustis wasn't long enough. Construction began in **October 1918** and was completed in June 1919. It had 30 66-man barracks, 6 storehouses, 8 mess halls, sewage, electricity, and a water system. It would provide the **20,000 yd. range** artillerists wanted. For this reason, it was also known as the Upper Firing Point. Railway Artillery units would go there by a spur track off the C&O mainline, and spend 7-10 days firing downrange 5 miles over water to targets on Mulberry Island. There was a large steel tower erected in the old Civil War Fort Crafford to observe where rounds fell.

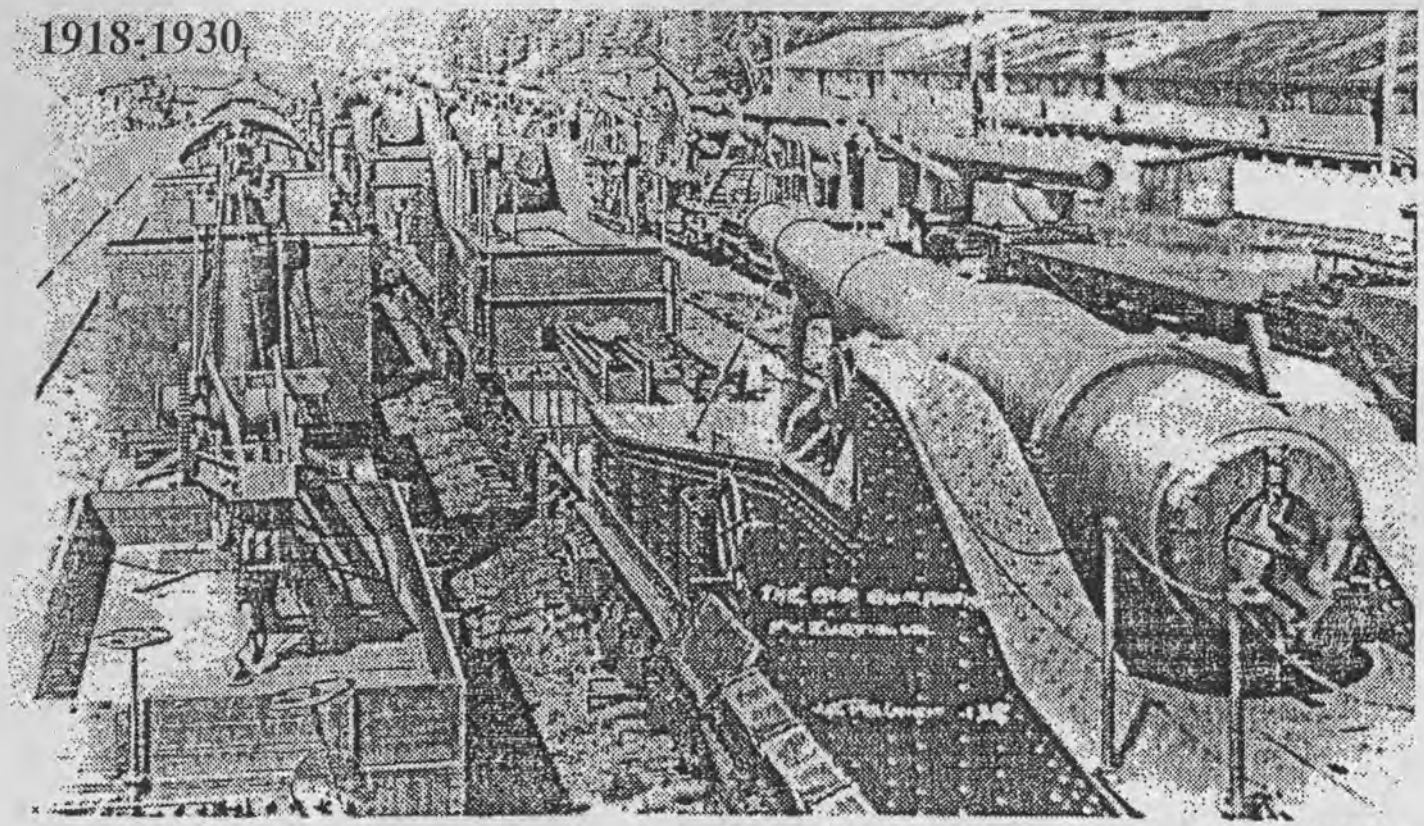
It was named for Col. Elmer J. Wallace, an Artillery commander, killed in France.

Congress voted to abandon Camp Eustis after the Armistice, raising a very loud objection from local and state politicians and War Department officials. Camp Eustis was to have an extended life, however, to capitalize on the lessons learned in France, and Eustis became a fort but that's another story, a story of an existence that would only last another ten years, the fort closing in the midst of the Great Depression.

Top to btm, field artillery training at Camp Eustis. Troops going somewhere. 8" gun on rail cars at Camp Eustis, photo courtesy of the Casemate Museum, Fort Monroe.



1918-1930



"The Big Gun Park". J. C. Palmer's photo postcard #132. The buildings of the Ordnance Dept., and the rail yard are along Taylor Road. (see map inside)

The largest concentration of railway artillery ever known

Experimental center post-WWI

WWI was short-lived, and Congress wanted to close Camp Eustis after the Armistice. The loud hue and cry from local and state politicians and War Department officials gave the post an extended life, to capitalize on the lessons learned in France, a life that would only last another 11 yrs. Eustis had a new mission with new units, though reduced in size. They had or would have experimental development as their goals. Camp Eustis was made a permanent fort in 1923. In 1928, it had the **only** railway artillery and the **only** tractor-drawn 8-inch howitzer artillery regiments in America, and the **first** experimental all-motorized infantry regiment.

At the Depression of 1929, many Army posts were marked for closing including Fort Eustis. In May 1930, the 52nd Railway Artillery Regt. was moved to Fort Hancock as part of the railway guns of the N.Y. Harbor Defense System.

The 52nd Coast Artillery (Railway) Regt. had "the largest concentration of railway artillery ever known". The unit was known as the "Mobile defenders". **The 52nd Coast Artillery Regiment**, though designated as railway, went to France in 1917 from Fort Adams, R.I., and operated mostly tractor-drawn British 8" howitzers in five combat campaigns in France. At Camp Eustis where they were assigned in February 1919, they would get the railway artillery experience. Strength was 47 officers, 1,408 enlisted. The Army decided to retain the 52nd for the experimental role. Btry. C arrived Aug. 22, 1919, and Btry D, Sept. 23rd. **More on p. 2.** Guns were Ordnance Dept. equipment. Hank's (Rail) Yard, along Taylor Ave., would be the home of the Ordnance Department. Large guns and mortars were moved from place to place on specially fitted railcars, "outrigged" and then fired, some from Camp Wallace to Eustis.

The scant references cite officers as

1919 - Lt. Col. W. W. Merrill, CO
1928 - Lt. Col. James B. Taylor, CO
also Majors Peter H. Ottosen & Oscar C. Warner.

The Fort Eustis rail system, p. 3
7 observation towers, see p. 4

Other units at the fort in 1928 were:
51st C.A. Regt., Lt. Col. Archibald H. Sunderland, CO
34th Infantry Regt., Col. Alfred T. Smith, CO
1st Sound Ranging Battery, CAC
32nd Ordnance Co. (Heavy Maint.)
Corps Detachments: Quartermaster, Medical, and Signal.

Historical series 3.2A - Jan. 97
FORT EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Written and arranged by Dick Ivy, and published by FEHAA, P.O. Box 4468, Ft. Eustis, VA 23604.. Idea presented by FEHAA member Kathy Pettitt, with postcards donated by her mother Hazel Speakman of Kathy's grandfather W. C. Polick who had lived at the camp in WWI. Photos and material also from the USA Transportation Museum, Fort Eustis.

Post-WWI unit details*

In 1928, Fort Eustis was the largest post in the 3rd Corps Area, was home for reduced-in-size major units returning from the war in France including the 51st Coast Artillery (Tractor) Regt., 52nd Coast Artillery Regt. (Railway) and the 34th Infantry Regt.

The 52nd had12" Mortars "bull-dogs" in Batteries C& D of the 2nd Battalion, could be swung any way on the rail car, once the supports and braces had the car immovable with "out-riggers". The high angle fire was devastating to targets. The equipment of Btrys. E & F, 3rd Battalion were 8-inch guns or "rifles" as they were often referred to.

Each battery had two ammunition cars which also carried tools and supplies, a plotting car in which was plotted the course of the target and each shot within a few seconds after the shell hit; and a spotting car in which data was received from the observation posts and used for corrections to be sent to the guns so that their accuracy might be nearer to the target on the next firing.

Besides the firing batteries, there was a headquarters battery. It had a power car carrying generation and battery-charging sets, and a signal car carrying a complete radio set and a large telephone switchboard which handled all communications of the regiment.

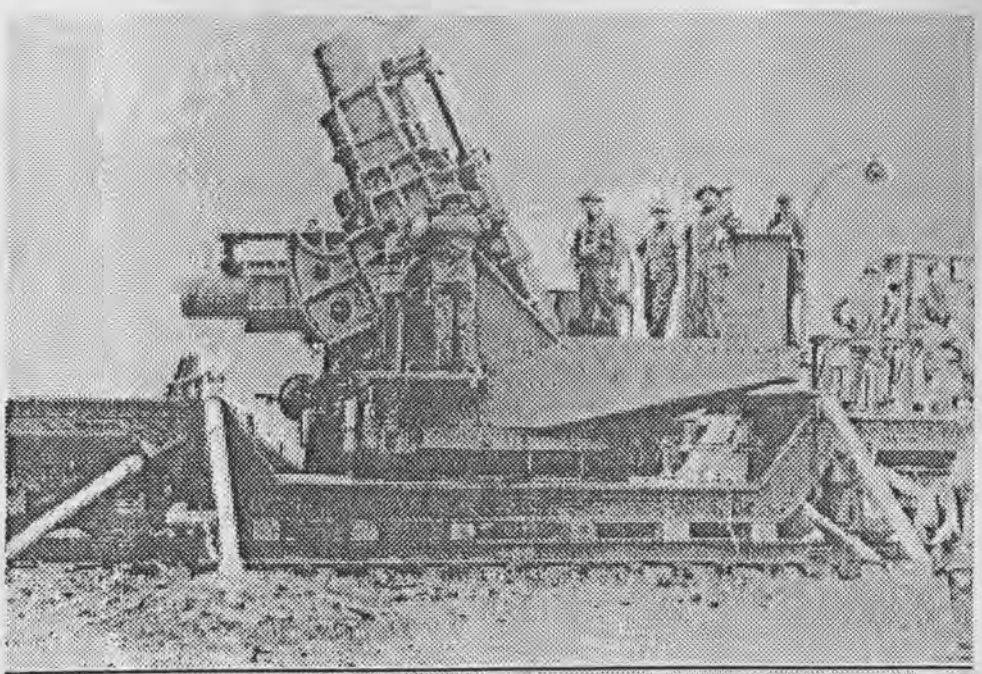
In wartime, they also had 14" guns. In WWI, the 52nd was one of the first heavy artillery units to get into action.

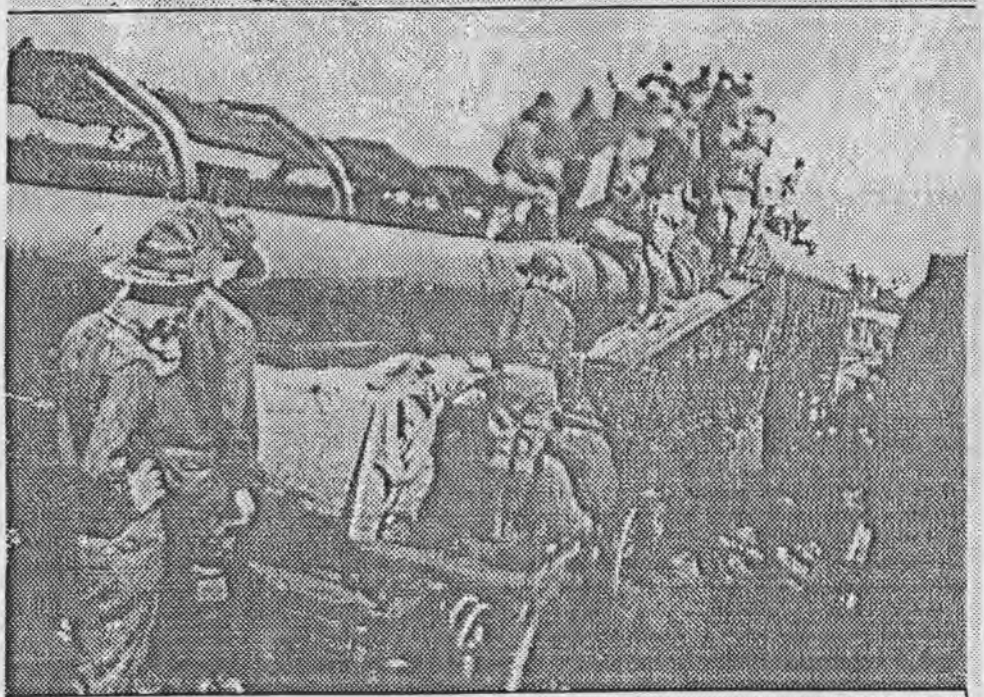
The 51st was the only tractor-drawn artillery unit in the Army, fought in the war, had 19 10-ton tractors, 11 155mm guns, and 34 motorcycles (!) for its reduced strength of one battalion. It was engaged in artillery experiments at Eustis and often ran long-range convoys in the local community.

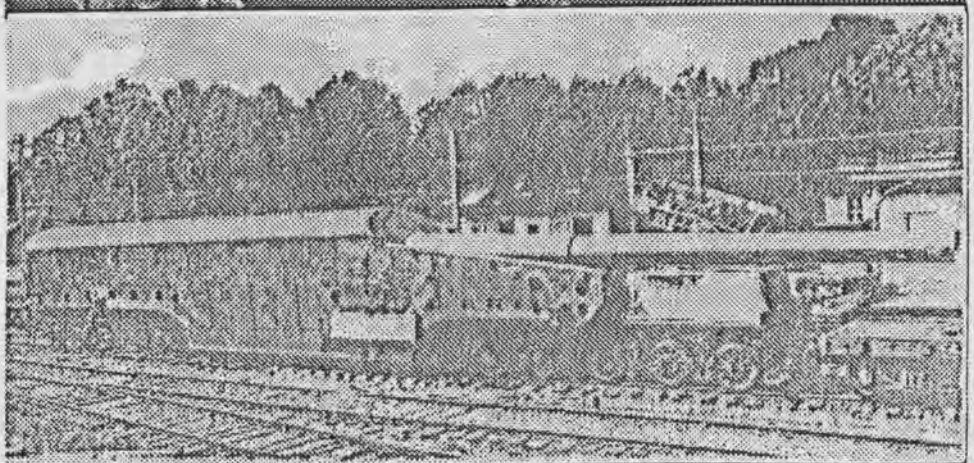
The 34th Infantry built the rifle ranges of the post, was part of the 7th Div. in WWI. It had 19 horses, 111 mules, 12 escort wagons and five rolling kitchens. Weaponry included 12 Stokes mortars and 37mm (1-pounder) guns.

The important thing about the 34th at Eustis was its experimental mission of conversion to an all-motorized regiment. On one of its motorized exercises, it was spectacularly photographed going across the James River Bridge.

* Adapted from Fort Eustis, Virginia 1928, a Recreation Office publication found by FEHAA member Col. (Ret.) Charles Hunter, Williamsburg.







Top photo, 8 inch railway mortar at Fort Eustis ready for firing. Center , Men of the 52nd evaluate one of 5 14" battleship guns, mounting this one on a special carriage with 4 6-wheeled bogies. They called it "Big Bertha," (bottom) the lar gest rifle on the camp in 1920. Photos courtesy the U.S. Army Transportation Museum, Fort Eustis, Va

Rail came to Camp Eustis

In 1918, there was only a short house-track at Lee Hall depot on the Chesapeake and Ohio Railroad. It was determined a railroad was needed into Camp Eustis. There was 35,250 ft. of track constructed under Authorization 86, another 9,000 ft. under 86-2 in the direction of the dock on Mulberry Island Point, and 5,000 ft. under B-168-18 on the Balloon School Area. Clearing and grubbing tree roots was begun on April 9, 1918, grading began April 15. About 13,000 ft. of the roadbed had to be cut through treed areas. Labor was scant. Timber for the track was cut on site. The connection with the C&O at Lee Hall was handicapped by continuous rain in early April.

Three weeks after grading, more than 10,000 ft. of track was made ready for main line equipment. Track was laid on the ground, and later sand was dumped from the cars running on it to a depth of 18". Gravel and crushed stone were placed and then surfaced with cinders. For yard work, contractors furnished 2 45-ton Baldwin switch engines and C&O rented them two engines. Two sidings were built to handle transfers between C&O, accomodating 150 freight cars. By May 1919, the railroad had been built to the James River pier, parallelling what is now Harrison Road along the James with trestles across many of the marshes. The actual footage from the C&O to the end of the pier was 37,318 ft. (7+ miles)

Construction of the pier was begun Aug. 8, 1918. It was 3,400 ft. into the James River with an elevation floor of 9.5 ft. above mean sea level. A rail spur went over it to a warehouse at its end. The original idea was to use it as an embarkation point (Trebell's Landing) for Artillery troops going overseas. Today, it is the Maritime Commission Pier of the James River Reserve Fleet. On Apr. 20, 1919, the first boat docked there to take 250 troops on maneuvers.

* Abridged from the "Completion Report at the close of Fort Eustis", on file at the USA Transportation Museum, Fort Eustis. Many of the words on the map were illegible. Inset shows Camp Wallace lines, fed by the C&O.

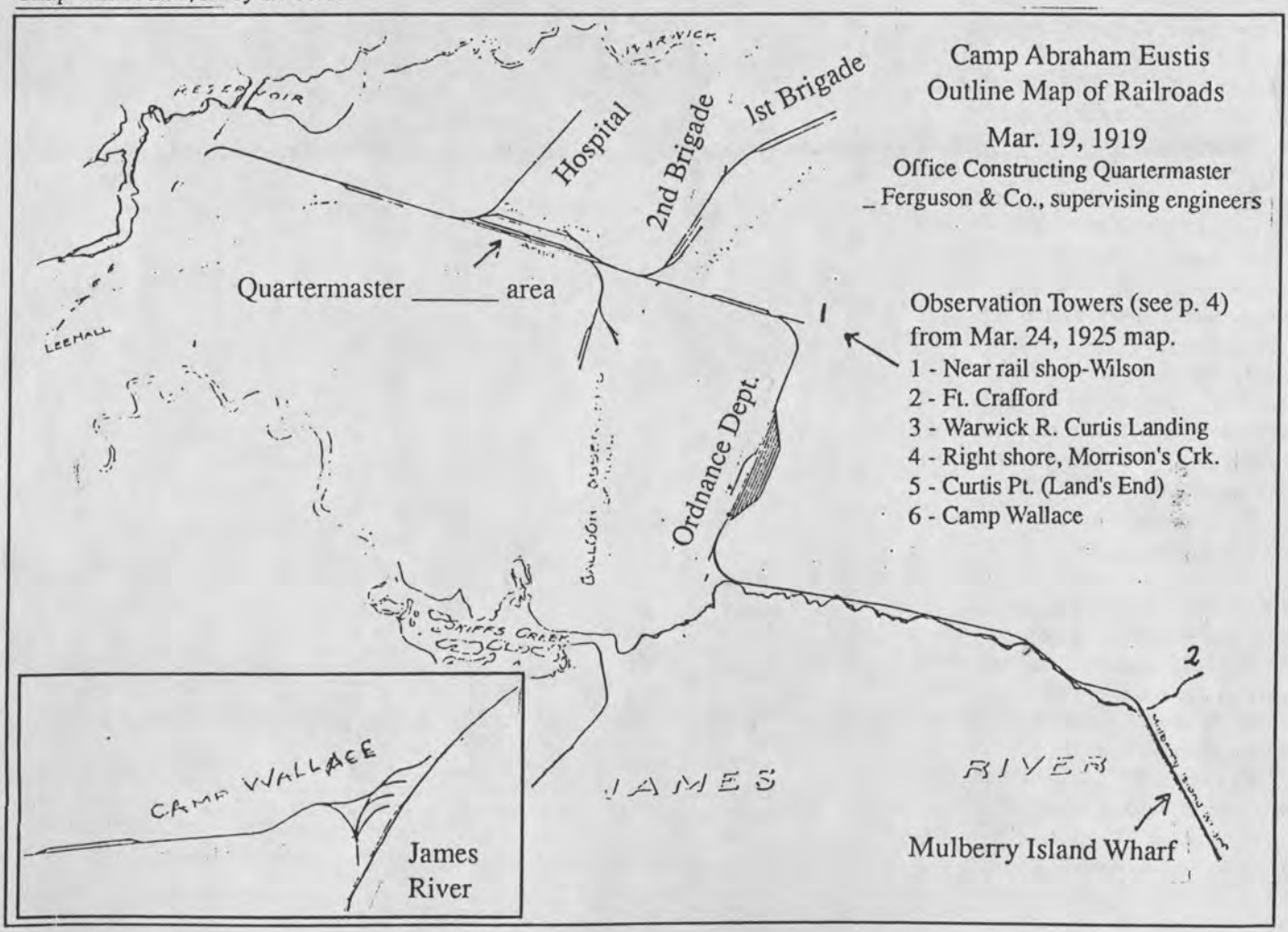
Trestle work in record time

What might slow the C&O connection was the necessity of a trestle 250' long, 20' high near the Newport News Road. The plans for the trestle were not approved until April 14, and again, labor was difficult to find for this type work. When the 10,000 ft. of track was ready, the trestle was too. In August, a culvert was built under the trestle.

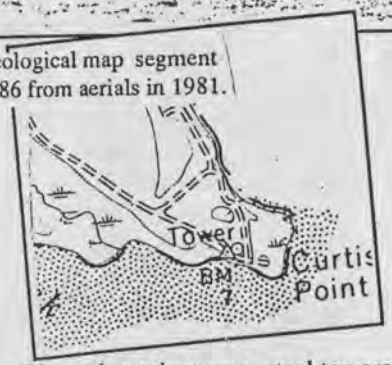
Along the James River, it was difficult to obtain foundation because there was no bottom to work with over the marshes. Piling was tried first, then abandoned for timber and corduroy, some 3' thick, on top of which temporary timber trestle work was built, and filled in by "industrial railroad."

Work was begun in September, but was not completed until the following May when on the 13th the first train loaded with lumber travelled the entire length of the system to the end of the Mulberry Island pier to construct a warehouse there.

On the entire system there were 45 switches, 3 tidal culverts.



A fallen 1918 giant remains in pieces at Land's End



Geological map segment 1986 from aerials in 1981.

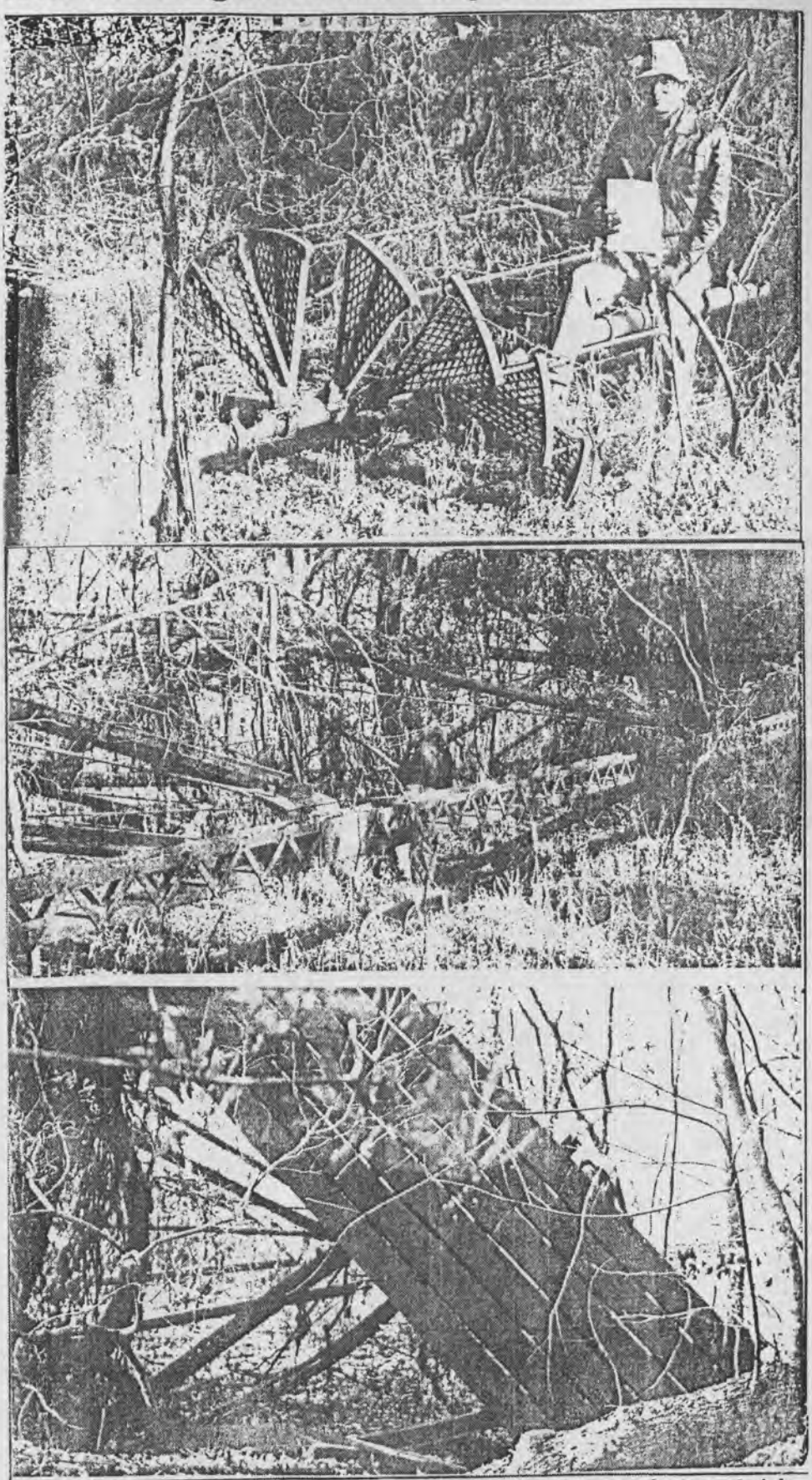
Throughout the camp, steel towers were built for observation of gun fire. There were 6 of 7 claimed we have identified (see map, p. 3), for which the Constructing Quartermaster forces built the foundations. Completed in March. Another organization built the towers. In 1994, FEHAA members measured the one (above) which had collapsed at Land's End. Later, director John Curry found a photo of it in a Feb. 18-19, 1937, report in the Picture Collection of the Virginia State Library, Richmond, cropped here to fit. The chimney of the Curtis home can be seen at right.

There were 5 cement footings. The one in the center held the tower pole of 117 steps in a spiral pattern rising up 90' to the top platform 16' x 23 8" sections.

The other four footings were about 17' to 31'4" apart, about 22.5' from the center tower pole. The footings were trapezoids of concrete 4' high, about 50" at the base and 21" at the top.

The metal frame had been anchored to the pilings, but rust had weakened the tower iron which bent under the weight, and it toppled northward.

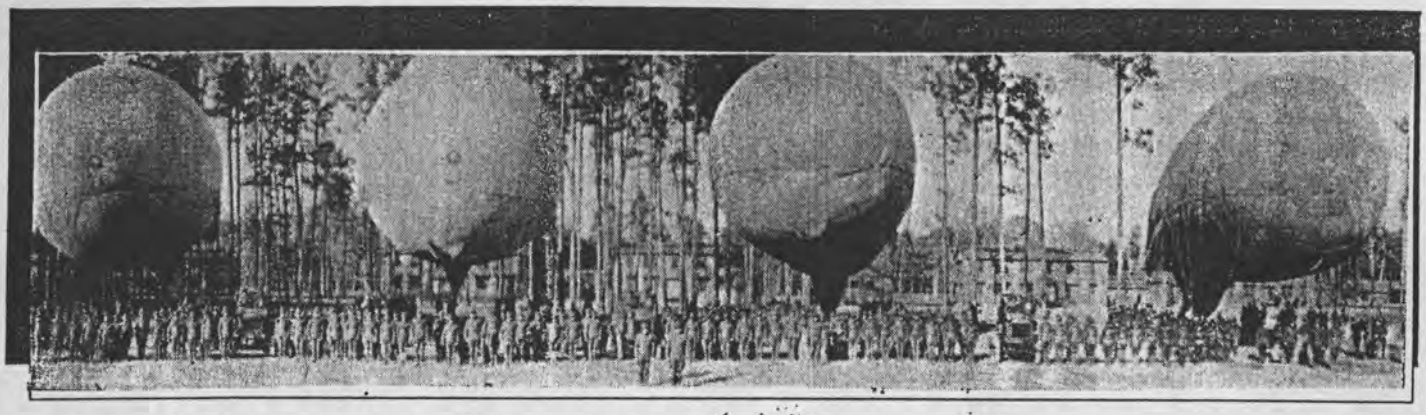
There were 2" U-shaped steel girders connected by a cross lattice of 6". There were also 7/8" steel support rods to help strengthen the tower.



Top, FEHAA member Norman Crabill measures its remains. Note the cement footing to the left. The circular steel steps reached the top, an enclosed building on top of the platform. Mid, Crabill stands amid the steel remains. Bottom, the floor pattern for the top of the tower. (fotos by Ivy)

Training Air Service Observer Scouts **1918-1922**

The Lee Hall Balloon School



Observation balloons helped end the war in Europe in WWI by observation of enemy movements. Enemy planes would ignite the helium with tracers, but the "basket" scouts could see them coming and would jump out. Perhaps this would be the wave of the future. At least it was a distinction of Fort Eustis of some of heard about but few know the details.

The first balloon school was organized at Fort Omaha, Nebr., Sept. 13, 1917, but winters limited training there. San Antonio, Tex., Fort Sill and Arcadia, Calif. were later sites.

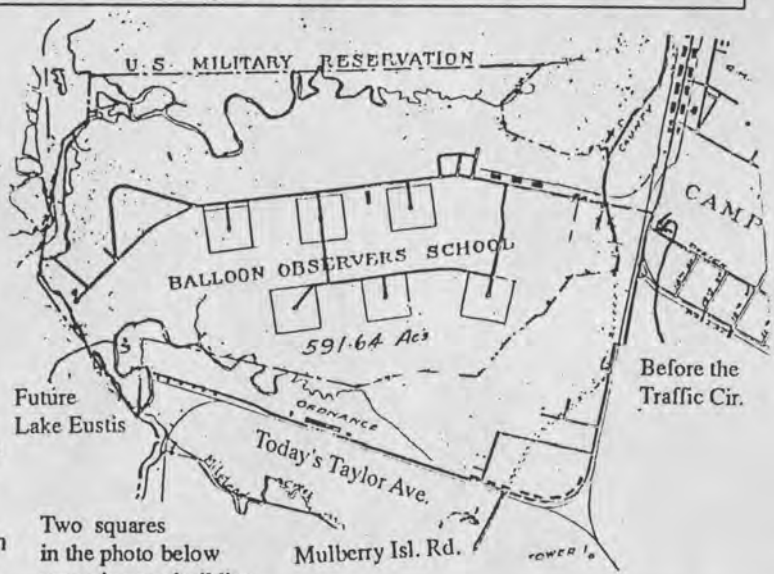
The Army Air Service Balloon Observation School, often named with its close Lee Hall name, was directed by the Signal Corps. Camp Abraham Eustis was a later camp in the balloon concept, perhaps for its closeness to the Europe port in Virginia, space at a new camp, and possible cooperation with the railway artillery, especially during target practice.

Construction and purchase of about 591 acres land was authorized May 15, 1918 at a cost of $884,700 along the left side of Bailey Avenue (today's Lee Road) going towards Bailey Farm (Third Port). It was operational in July. Student capacity was 1,442.

Companies trained here for **overseas service** were the 18th, 19th, 20th, 21st, 23rd, 26th, 27th, 28th, 29th, 30th, 32nd, 33rd, 41st, 70th, 71st, 91st and 92nd. During heavy firing schedules, as many as seven balloons were aloft. Students here, unlike the other two balloon schools, were trained in both water and land observation.

A short life — the war was over

It functioned separately until 1922 when it was consolidated with Camp Eustis. All Air Service personnel and equipment left. The Air Service hangars and barracks were still there in 1926 thru 1929, known as the Old Point Rd. In 1927, it was turned over to the Coast Artillery Corps command and used by the Artillery sound range unit. (from the War Records Div., WWI Branch)

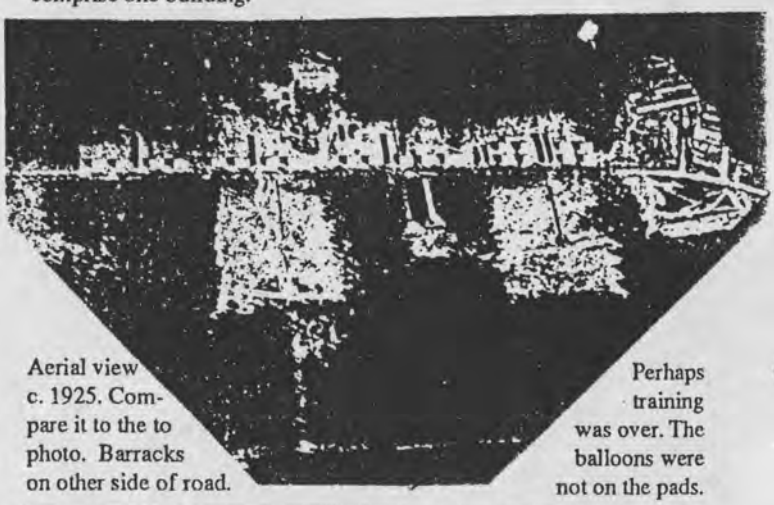


Future Lake Eustis

Before the Traffic Cir.

Two squares in the photo below comprise one building.

Mulberry Isl. Rd.



Aerial view c. 1925. Compare it to the to photo. Barracks on other side of road.

Perhaps training was over. The balloons were not on the pads.

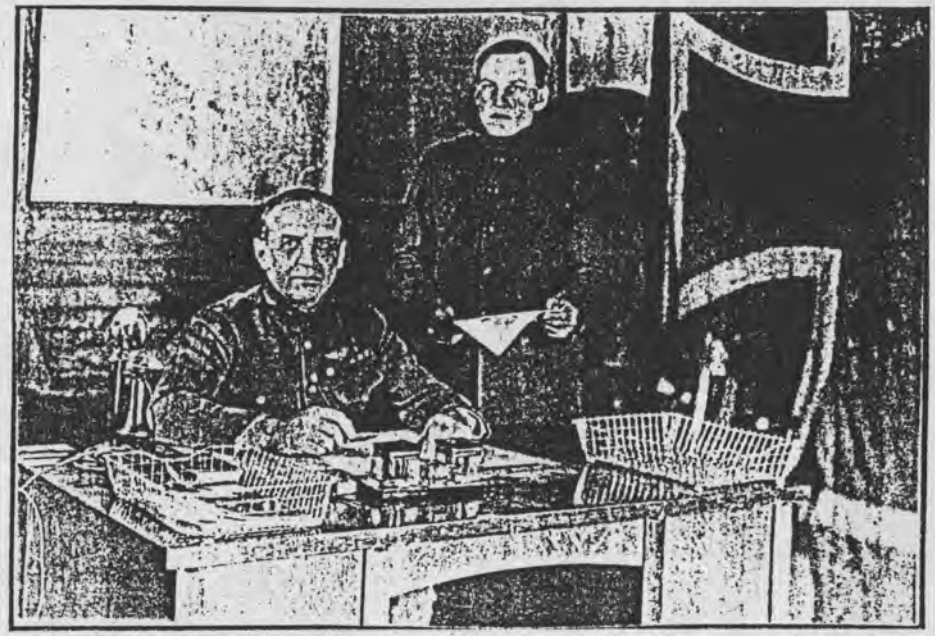
These columns include random notes collected by the late Ethel MacKnight in 1994, for Fort Eustis' 75th anniversary. Other material from the Post Historian's Office. Other info and photos welcomed.

Historical series 3.4B - Dec '97
FORT EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Researched, written, and arranged by Dick Ivy, dir., history track, and published by FEHAA, P.O. 4468, Fort Eustis, VA 23604.

The commander

The 3rd Balloon Co., American Expeditionary Forces, was redesignated Co. C, 2nd Balloon Sqdn. Captain of the Phillippine Scouts, John A. Paegelow, took command of the company until Oct. 15, 1917 when he took command of B Co. Later a lt. col., he was at the Air Service Balloon & Airship Sec. overseas. He was assigned to command the School at Fort Eustis by orders, July 31, 1919.

Maj. Archie Wright Barry, AS, and the 20th, 26th & 42nd Balloon Companies, were on duty at Camp Morrison, (Newport News, Va.), preparing aero squadrons for overseas duty Dec. 5, 1917 to Mar. 3, 1918.



Lt. Col. John Paegelow, commandant of the Balloon School . Note his wings on the chest and the German cross from a downed aircraft hanging on his wall. Photos in file of 1st Lt. Ambrose V. Clinton.

Training of balloon troops

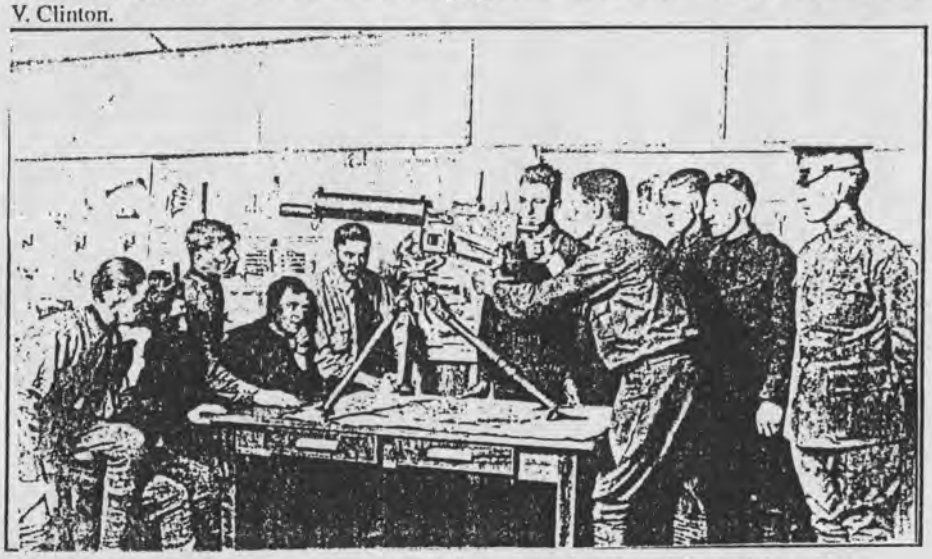
Candidates were selected by examining boards and sent to a balloon school for 5-weeks of basic training, followed by an elementary air course of 4-wks., which included theoretical and practical field or laboratory study of the balloon and of topography, meteorology, perspective, telephony and physics. Best students were designated as candidates for balloon **observers** or balloon **maneuvering** officers.

Observers received an 8-wk. course including observation of infantry combat as supported by artillery and auxiliary arms, balloon orientation, photography and interpretation of photos. Graduates were "aerial observers (balloon)" and commissioned. Maneuvering officer candidates took a 4-wk. ground & air course and were made 2nd Lt. upon graduation.

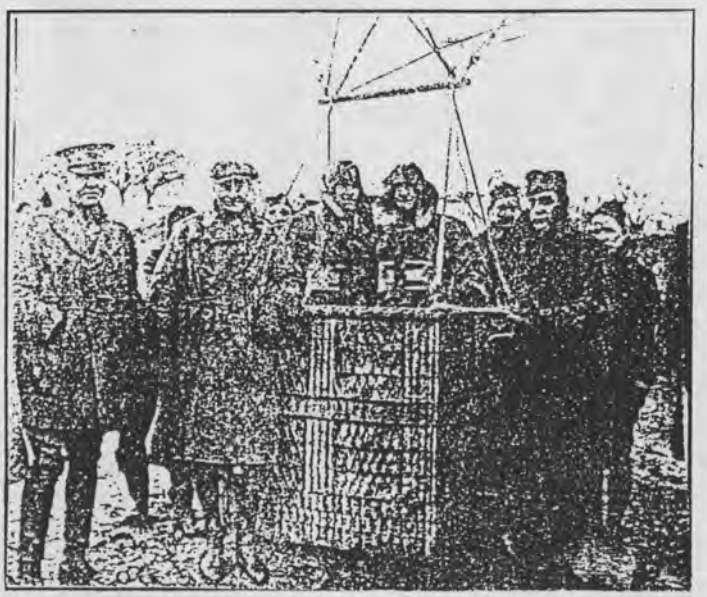
Enlisted men were sent to various schools for special training as mechanical engineers, riggers, telephone repairmen, welders, radio mechanics, and draftsmen. Balloon organizations were charged with critical and essential work. The observation balloon personnel directed artillery fire by means of telephone to ground units, and also acted as aerial sentinels.

Combined training at Camp Eustis

At the Lee Hall Balloon School, one company was maintained to train others, and engaged in combined training with contingents of the artillery training center at adjacent Camp Eustis. (more on p. 4)

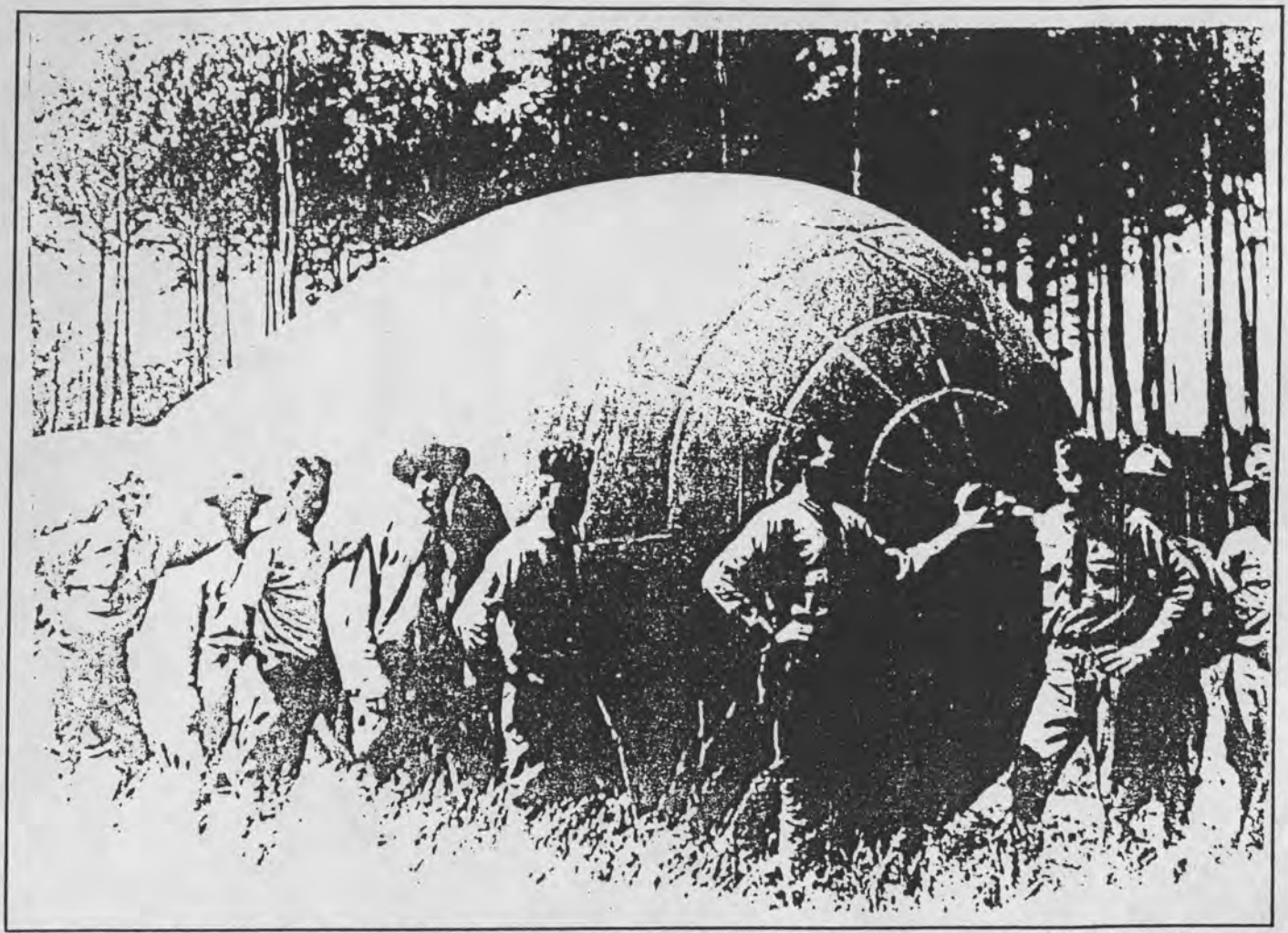


Besides experimenting with parachutes, the Balloon School was teaching aerial machine gunnery.



Paegelow (left) inspecting the 1st Balloon Co. at Coblenz, Germany. Note the "car" that was suspended below the balloon (pic printed from a Second Army report after the war.)

It was not a safe occupation. Deaths excluding combat ones, from Apr. 1, '17 to Dec. 31, '19, mostly due to balloon "stalls", totaled 621, of which 387 were officers.



The launching of a balloon at Fort Eustis, Sgt. Wheeler (facing us) has his hand on the nose control. Photo courtesy of the U.S. Army Transportation Museum.

The story of one balloonist who served here and in France

Adam L. Wheeler became a balloonist in 1918 at Camp John Wise, Texas, came to Eustis to train with the 20th, 26th and 42nd Balloon Companies, and went to Europe 30 days later with the 42nd, serving in the St. Mihiel and Meuse-Argonne campaigns in France.

At St. Mihiel, they were used to spot enemy activity in the heavily wooded area in northern France. There were few casualties, Wheeler said, because each observer had a parachute packed in a bucket near his feet, and when he jumped out of the basket it followed him, to make it safely to the ground.

Commanders said even if the balloons were up for two minutes, they paid for themselves.

He told of one event on the night of Sept. 25, 1918, when Pershing's artillery began hammering the Germans. A seemingly blindfolded assault began next morning and after heavy fighting, balloon observers reported German battlements intact and supplies moving steadily. They continued heavy fighting until they penetrated the Hindenberg Line. Victory seemed clear. Soon after the Nov. 11 armistice, the company passed back to Eustis thru the Victory Arch in Newport News.

Wheeler said he lived at Camp Morrison and travelled to Eustis daily by truck over muddy roads.

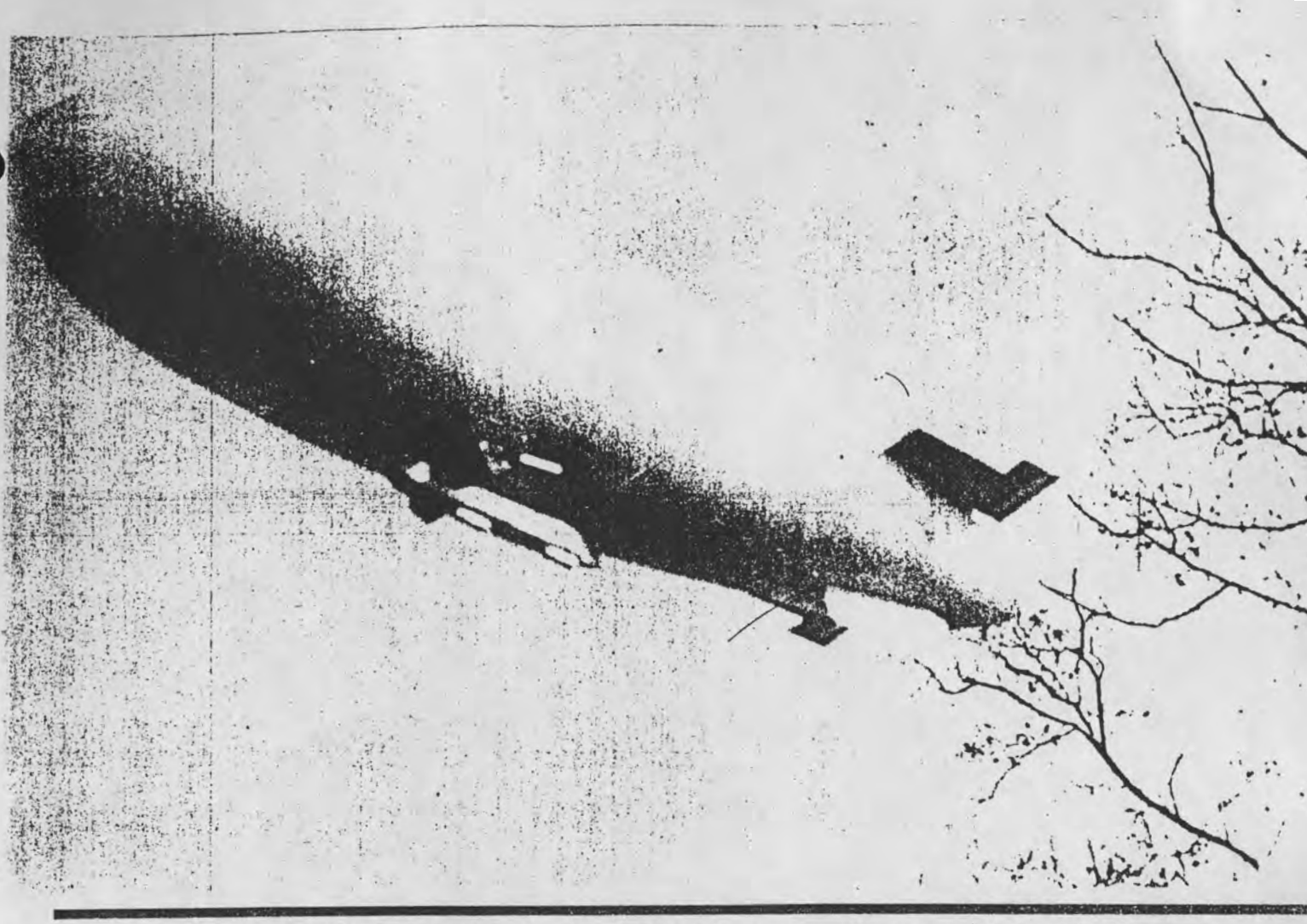
The balloon detachment at Fort Eustis had dwindled to 500, he said, and they were now practicing launching and manning the large helium balloons. They practiced repairing rubber-coated canvas, and the building of at least one balloon from scraps. The canvas was sewed and glued together. They tested parachutes with and without troops in them.

Wheeler called the balloons "kites". He saw some of them at Langley Field while stationed there. The Air Service at Langley had some large "blimps" he said.

He retired as a Master Sergeant from the Army Air Corps after 29 years, and lived in Surry.

Norm Covert's 1970 interview story in the **Daily Press** newspaper, Newport News, with Adam Wheeler who served with the AS here and in Europe. Robert L. Weaver, his son, was a sergeant at Fort Eustis, instructing Transportation School troops in fixed wing engines

The 42nd and 43rd AS Companies shipped June 29, 1918, and arrived back in the U.S. May 3, 1919. The 20th left Oct. 21, 1918, returned April 17, 1919, and the 26th left July 10th and returned June 26, 1919.



A dirigible from Langley was sighted at Lee Hall, the date shown as 1928. Photo courtesy of the U.S. Army Transportation Museum.

Balloons at Langley and the *Roma* disaster

Trained balloon men at Lee Hall were needed at Langley, then part of the Army. The 19th Balloon Co. was assigned to Langley on July 24, and the 10th Balloon Co. on Sep. 22, 1919. The big hangar at Eustis was dismantled and rebuilt at Langley in 1919.

Further developments of the balloon took the course of rigid and semi-rigid airships. Many nations were building and experimenting with the Lighter-than-Air craft. One non-rigid airship, called a dirigible, built in 1921 by Italians was sold to the U.S. Army dubbed ***Roma*** (not unlike the one above) with a 1,250,000 cu. ft. capacity and a 400 hp engine (replaced in the U.S.) had its first flight Tuesday, Feb. 21, 1922, when her box-shaped elevators slipped and jammed the controls. It crashed hitting high tension lines on the way down at Norfolk's Army piers, igniting the hydrogen, and it exploded. An outside memorial service symbolic for all 34 of the crew who died took place in Newport News, Friday, Feb. 24.

One of the dead was lst Lt. Ambrose V. Clinton, an observer's wing. At Hampton's Museum, (Michael Cobb, curator), there is Clinton's I.D. bracelet among other items and manuals. His ID tag was listed as "Scout, private, No. 2, lstBN-FAGARA. The back of it read "Hattie Clinton. Ok. Happy, CIUCEV-IGH. (IGH: in God's Heaven?). Evidently, the time had arrived.

Air Service Balloon Companies

who served in France, from the Lee Hall school.

	date departed	date returned
17th, 18th	Oct. 21, 1918	May 3, 1919
19th	"	Apr. 18, 1919
20th	"	Apr. 17, 1919
23rd	"	Jan. __, 1919
30th	"	Apr. 17, 1919
26th	July 10, 1918	Jun. 26, 1919

Shipments of balloon companies to Europe began Dec. 8, 1917, often in groups of four. The first units trained at the Lee Hall Balloon School left the U.S. on Oct. 21, 1918. A total of seven units actually served in France, the 17th, 18th, 19th, 20th, 23rd, 26th and 30th.

The Army's program called for 69 balloon companies. It was increased to 200 in August 1918, of which 45 were to be school units and 22 set aside for seacoast work. By Nov. 11, 1918, only 100 companies had been organized, of which 23 were in Europe with the AEF and 10 were waiting at ports to go.

A balloon company consisted of a captain, 3 lst Lts., 174 enlisted men, and 1 balloon. A flight surgeon was detailed at each active aviation field, responsible for the physical condition and the care of the fliers.

Helping to save the nation

Between the wars '34-37

Entrance to Fort Eustis c. 1925. Notice the 2nd Mulberry Isl. church between the gate and the building.

Camp Abraham Eustis opened in 1918 to quarter and train Artillerymen for WWI's European battlefronts. It became a "permanent" fort in 1923, but was abandoned in 1931 during the depression and isolaionist disregard for a defense establishment. It became a Federal prison for prohibition offenders, but the Prohibition Act was repealed in 1933 and the post again had caretaker residents. Its role for the next two years, 1934 through 1936, was to contribute to the national recovery as part of President Franklin D. Roosevelt's often challenged and daring programs.

Federal Emergency Relief Administration's Fort Eustis Transient Rehabilitation & Works Progress Administration Camps 1934-1937

The Federal Emergency Relief Administration (FERA), established in **May 1933** for the relief of the unemployed in the U.S., and administered through state FERA offices, disbursed nearly $4 billion in the first two years. In **June 1934**, there were transient camps at Roanoke, Charlottesville, Lynchburg, Staunton, Bristol, Richmond, Danville, Norfolk and Fredericksburg under the Virginia office.

As early as **June 1934,** state FERA officials became interested in taking over the prison camp shops formerly operated by the Justice Department at Fort Eustis to train men from Virginia, District of Columbia, Maryland and Delaware in marketable skills. There was concern at the State Health Commission about so many men arriving at the camp at the same time, and ordered them to move in companies of 60 men.

Virginia FERA officials inspected Eustis in early **October** and were delighted at what they found. More than 300 men arrived on Oct. 6. It was transferred from the Dept. of Justice to the FERA by agreement on **Oct. 15**. It was a **unique training ground, the only regional camp** in the U.S., **the last camp** to be established and most often listed last and on a separate line in national reports rather than under Virginia. **Paul B. Murphy,** previously in transient work in Arizona, was camp director. An Associated Press story, datelined Richmond:

> The Eustis rehabilitation camp was established as a unit separate from the several other camps in various parts of Virginia, and was intended to draw men from a region embracing several neighboring states.

FERA gave Camp Eustis a $40,000 grant for **October** and $60,000 for **November**. There was a director's office, (eventually) departments for engineering, social service, medical, recreation, a commissary (mess halls) and repairs and maintenance, **all housed in WWI buildings** near the present WPA Cemetery.

Historical series 4C - Apr. 96
FORT EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Researched, written, and designed by Dick Ivy, Yorktown, and published by FEHAA, P.O. Box 4468, Ft. Eustis, VA 23604. Corrections, additions, 804 898-5090. Issued in July 1992 (A)

Camp equipment including that for a cannery and the paint shop cost $18,958. Industries included a bakery (In April 1935, bread sales in the community were $1,621), steam plant, farm industries which had the largest slice of the budget with a return of $267 worth of eggs and $155.82 in milk, blacksmith shop, telephone department, laundry, garage for vehicle repair with the second largest industry cost, salvage department, ice and cold storage plants, clothing factory, railroad and shoe repair shop. They also canned and sold sauerkraut. Several ships in the James River belonging to the **Shipping Board Steel Fleet** were to be salvaged by FERA men.

Discipline at the camp

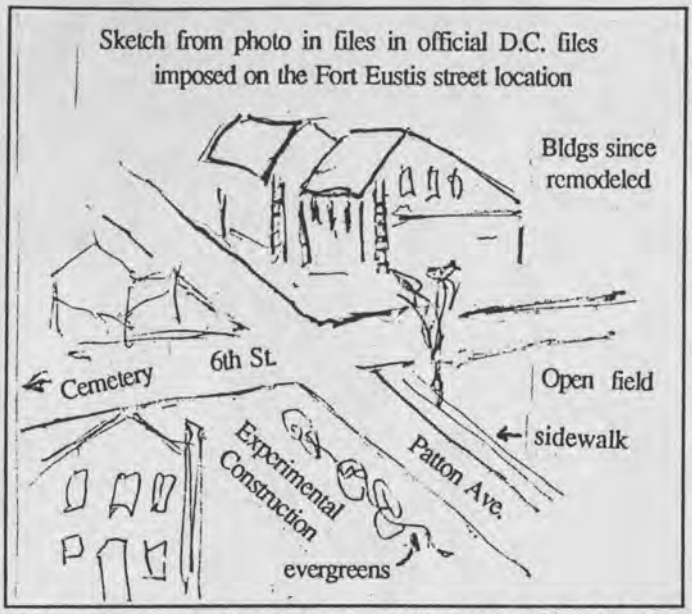
In **December 1934,** there was an enrollment of 1,556 at the camp. The population grew to 2,500 men by **Feb. 7, 1935,** 400 of them Negroes. In the census taken **Apr. 15,** there were 2,397 men. Designed for a maximum population of 3,000, a grant of an additional $75,000 for operation was based on it jumping to 3,700 in **September.** By **1936,** the WPA population was "not less than 4,000."

As the FERA camp population grew, so did the problems. The judge of the Grand Jury proclaimed in **February 1935,** that "lawlessness at the Regional ERA camp has become so prevalent that a company of marines is needed there." Fourteen "outside" bootleggers had been caught trading booze for clothing of the camp workers. Murphy initiated prosecution against them. The Grand Jury and the Press was insisting the problems came from within the camp. Nearby residents of the camp were not at all happy with the great number of men at Eustis.

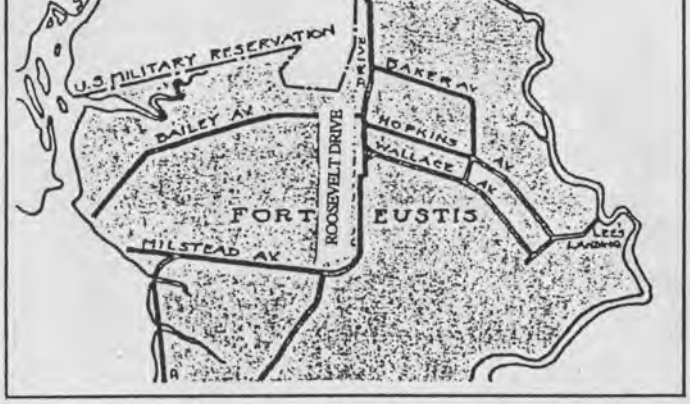
Camp officials kept a close watch on the men, and state and national officials stopped by for visits. There were cases of drunkenness, petty thievery, fighting and general mischievousness, perhaps not unusual for the community of 2,000 men. The camp didn't have to accept everyone sent, and didn't. The record shows one man was referred to the state for disposition because he didn't work. No work, no pay, was the reason given. They also shipped a "psychotic" and several undesirables back to the states they came from, one letter showed.

Spinal meningitis epidemic in 1935

WWI's Grace Hospital was enlarged to 60 beds and tried to get more doctors. In **March 1935,** the hospital became a separate entity from a staff responsibility. **Dr. W. I. Prichard** was the medical director, suceeded by **Dr. V. J. Cox.** At the branch hospital at "Little Eustis" in North Carolina was **Dr. F. N. Gibson.** The week ending **Apr. 22,** Eustis had nine cases of syphillis. In June, it was 29 cases of syphillis and 11 cases of gonorrhea. The most serious disease, however, was spinal meningitis. Three men had died, according to a **Feb. 7** report which also announced a strict quarantine. The State Health Commission made some recommendations to reduce the epidemic. Among them, companies being strictly limited to 60 men, and not more than 20 men in any one living compartment. The quarantine was lifted **Feb. 8.** On **Mar. 16** there was a new case. A second outbreak occured in May, with 4 deaths, one on **May 3** named **J. Lynch,** #3024 (all the men had a serial number). Bodies were shipped to the next of kin at the homes of record. Those with no homes of record were buried or reburied in what has been since become known as the **WPA Cemetery** at Fort Eustis *(see p. 4, Fact Sheet on cemeteries)*. The camp was only under a partial quarantine, allowing workers. The meningitis epidemic was also experienced at other transient camps, officials at the time wrote.



The headquarters and barracks were in the area between Hopkins Ave. (West Lee Blvd.) and Wallace Ave. (Patton Ave). The headquarters looked like Bldg. 1709.



Everything wasn't perfect at the camp. One worker, **Frank G. Lewis,** was at least one who wrote to FERA headquarters in Washington D.C., calling for an investigation of the camp, saying the staff has a "click," and the "men get the dirty end." The letter was returned to the camp director for action. Some writers complained that they couldn't go offpost because of the quarantine, but commercial individuals could come and go without anyone's concern.

A model camp

Eustis was given the task of developing a "demountable" prefabricated building and a model transient camp in June. State assistant staff engineer **E. C. Crocker** came to Eustis to supervise development of an ideal transient camp and the plans for construction of housing that could be shipped and erected at other locations. Two such buildings were constructed here, 20x44 ft. and 20x12 ft. The octagonal model would cost $19,066, the other $16,942. The blueprints were detailed down to the bolts and nails required. One configuration showed the barracks and living area in an octagonal shaped area with the headquarters building in the center and the ten barracks radiating at angles on the back side of the headquarters. Behind the barracks at the apex was the dispensary. Behind the headquarters on the area access road were

two dining room buildings separated by a kitchen. The garage was near and across from a large athletic field. Shower buildings would be located on each side of the headquarters building. On the right was a large auditorium, two classrooms, a canteen and a library.

FERA men lived in nearly new WWI barracks or in barracks constructed on barges. Since FERA and the camp was short lived, no list of buildings used or maps were made of it in 1935. Officials came to Eustis June 7-8to inspect the camp and the experimental sectional buildings nearing completion, and determined the cost of materials and amount of labor was "at present too high." Crocker had also suggested the prefab sections were "not suitable for shipment," and recommended to "eave the buildings there.

The inspectors reported on shop activity: the carpenter shop was planing timbers received from the sawmill; the cot shop was making standard boxlocker cots; the mattress shop was making pads for the **S.S. Kittery**, and the clothing shop was making blue demim work pants. The bakery needed screen repairs at once to prevent the swarm of flies within. A Negro farm camp, hastily constructed, needed improvements, and the potato fields they farmed were "not very good." Inspectors noted that dormitories and other facilities were being remodeled in one area.

"A building constructed in 1720 is now being repaired for staff members' residence. It might make a good restoration project," the report read. An added comment was a necessity of providing a comprehensive plan for camp development. Still pertinent since a **Jan. 11** letter was the need for organization of an Engineer and Works Dept.

Theatre, chorus, sports and a stadium

Eventually, there were two theatres on post, one which was **Liberty Theatre**, from WWI days. A hostess recreation center was begun in **February 1935,** eventually needing two buildings. A Ft. Eustis **Male Chorus** was organized as was a **string orchestra** and a **band. Gene Gorman**, a musician of 26 years, had accepted the challenge of getting the orchestra to sound good. According to reports, he was tough, but after the first public performance in Saluda in the last week of **April 1936**, they had no shortage of requests to play in the communities. Elementary English was taught to FERA men among other topics.

The workers loved baseball and Eustis had an impressive looking stadium. The team was hailed as a leader in Tidewater. For the first half of the 1936 season (over in **July**), Eustis had won 31, lost 9. The post engineer was also the commander of an American Legion post at Eustis. It was an active and large post, and they built the flagpole in front of the Eustis headquarters.

Ships and operations

Perhaps yielding to pressure of citizens of Denbigh and Lee Hall, a patrol was organized for discipline of the men by the men in **May.** The camp was criticized by FERA for having too high a food cost. In **April,** it was 34 cents per man per day, whereas the country average was 26 cents.

The audit finally came on **May 3,** and other than eight recommendations mostly concerning administration, the inspectors were glad to note "With the few above exceptions, the camp is apparently functioning on a most efficient basis."

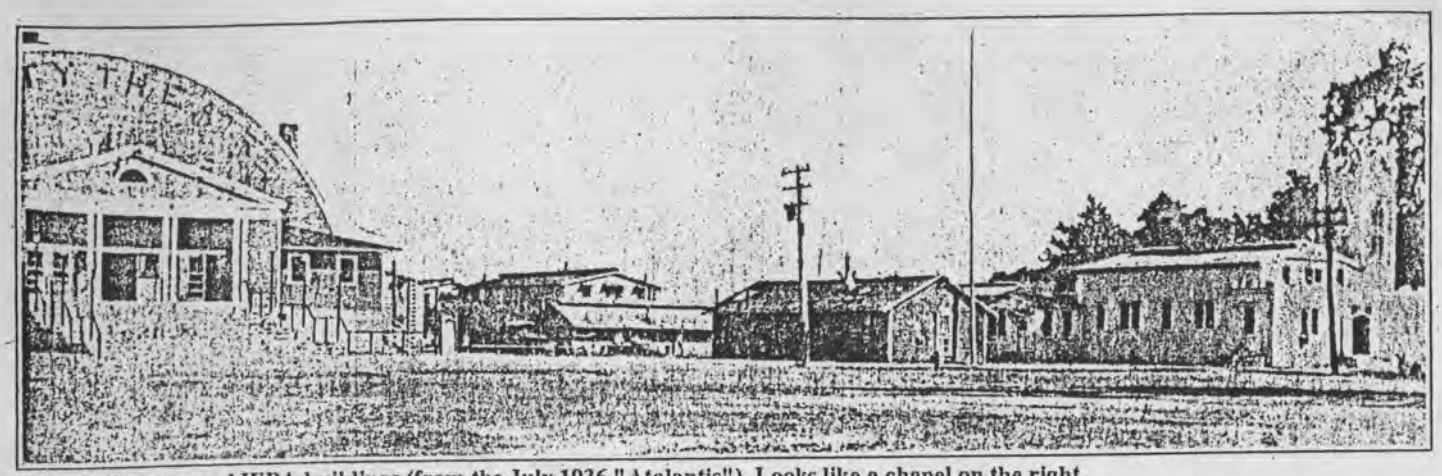
A project Paul Murphy had been working on was the free acquisition of the U.S. Lines **S.S. Leviathan** for use as housing and work for about 2,000 men 40 years or older, first planned for the James River and later for Yorktown "harbor." Though approved, there's no record that it ever happened. The ship was 450 ft. long and 100 ft. wide.

Former U.S. Navy transport **S.S. Kittery** was assigned **May 1935** from the State Bureau of Fisheries to Fort Eustis as a "mother ship" for the post fleet which included the M. S. **Pasteur,** a 40 ft. gig and a 35' speed boat, life boats and some skiffs as well as three barracks barges. With the Kittery, the Transient Retraining Camp took over the state's mission of oyster pest control project in regional waters. The Kittery was commanded by **Capt. William Haynes,** who was also in charge of the "Eustian fleet." **In mid-July,** the ship with almost 100 living aboard was at "Wachopregue" Inlet. The state was answering the Shipping Board about its whereabouts **July 18** for its return. They had heard it was "aground on the south side of Onancock Creek." (lower Eastern Shore). It had "blown up" aground many times caused by "unseasonable gales." With but one operating boiler, there was "great difficulty to dislodge the 40 ft. beam." Murphy told them he would take immediate steps to return it. The 232-foot cargo carrier **Kittery** was retired to the Steel Fleet a while before the WPA closed.

THE FORT EUSTIS NEWS
EUSTIS EXTENDS TO N. CAROLINA
Transient City News
Area No. 3 Largest in Camp
First Anniversary Birthday Cake
Legionnaires Held Interesting Meeting
Atalantis Magaz

Internal information & a magazine

The post's first publication was a mimeographed 18-page magazine with the dateline **Nov. 3, 1934. Sacco Nenoff,** who was to become the post librarian, was its editor. In a contest to name the camp newspaper, **Earl H. Dean** named it **Transient City.** A mimeographed weekly news magazine, the first issue appeared **Dec. 4,** and continued 'til **May.** With the print shop functional, **Transient City News** first appeared printed twice a week on **May 28, 1935.** It eventually was 8 pages. It changed its name to **Ft. Eustis News** on **Nov. 18** to coincide with the mission change to WPA. Desiring a more detailed report of events, the post published three monthly magazines called **Atalantis,** loaded with history of the area as well as activities of the Eustis industries. It was paid for by recreation funds. In the **July 1936** issue, they announced its end: "probable that all activities will be transferred to North Carolina.." The **Atalantis** was a valuable source of information about the camp. It published photos and a map of the roads at that time, to help us pinpoint the FERA-WPA buildings.



Liberty Theatre and WPA buildings (from the July 1936 "Atalantis"). Looks like a chapel on the right.

Two Eustis persons **Bill Reece** and **Paul Manker** had re-opened the amateur radio station and was using call sign "Station WUD" or "WUDF" assigned to the Army. Complaints from radio stations and other communication systems in the area being cut by WUD's broadcast in a very high frequency brought a national investigation in **October**. If the station, which Murphy used for communication and troop entertainment, is to continue, the letter said, the operators must get licenses, and the frequency and power to be used, approved.

WPA — New name and mission, same camp

On **Nov. 15, 1935,** the FERA camp, nationally considered only as an interim measure to help solve the nation's economic ills, closed its operation. The men assembled in Plunkert Plaza in front of Liberty Theater **Nov. 22** and Murphy told them standing on the back end of a truck. **Nov. 26** was the official beginning as a camp of the Works Progress (later Projects) Administration, an organization devoted to construction of many large scale public projects to help the local economy by offering jobs to needy citizens. The warrant for the Ft. Eustis facility, designed to house 5,023 WPA workers, was officially signed **Nov. 7.** By **January,** all FERA camps in the country had converted to WPA.

The projects listed for the Eustis workers on the **Dec. 11** report were: mosquito eradication in 900 acres of swamp on Mulberry Island, **construction of a Macadam highway called the River Road [Harrison Road]** leading to "Shipping Board Steel Fleet anchored in James River." It was built with about 100 "Coloreds." The other road, using ballast from abandoned rail spurs, was the Middle Island Road (Mulberry Island Road). Both were supervised by **Jim Berry** of the engineering department. In May, the report added Eustis Airport, Newport News Waterworks, the wind tunnel reservation at Langley Field, and North Carolina beach erosion projects.

The men were kept busy in sports, news that comprised the largest portion of **"Ft. Eustis News,"** a printed four page "newsletter" edited by George Bartley (Issue #17, June 2, 1936).

The WPA set their estimated completion date for **July 1, 1936,** but the official closing date wasn't until **August 1. Elizabeth Wickenden,** the assistant to the deputy administrator at the Virginia WPA office, wrote:

> Because of certain complications inherent in this project, which can only be understood in the light of its history, I believe it would be well to retain responsibility for its liquidation in the office.

It was still listed as being active on **Aug. 1,** though correspondence that day indicated the men had been transferred to other camps in Virginia and North Carolina. WPA employees were required to work 30 hours on the job and received $62.50 a month, $42.50 of it being paid from state allocated WPA grants, $20 coming from the state funds.

Two Colored workers drowned at Manteo, N.C., **Sept. 18, 1936,** as a result of the hurricane which brought 75 mph winds to the Peninsula, and a "tornado" at Virginia Beach. Both men were buried at Fort Eustis Oct. 7th. **The Times-Herald** listed WPA workers, Red Cross and National Guard personnel aiding in rescue work on the Peninsula, while looking for 3 Negro WPA workers listed as missing near Coinjock, N.C., where they were working in conservation projects on the beaches.

The reduced scale of WPA work was announced **Sept. 18.** On **Sept. 24,** the local press reported $22,000 allocated to Fort Eustis for Peninsula WPA projects, $19,000 of which was "for setting up transient camps in lieu of direct relief." Tents had been acquired for field quartering at the work sites. There were several large orders placed for tents in **July.** *(See Fact Sheet. "Learning a trade: 1935-6 for more on the camp)*

The final days

On **Oct. 1, 1936,** the staff and workers were so few, that 40 men from the State Farm were also living there, harvesting and processing the crops and assisting in "dressing up and conditioning the property." Wickenden wrote, "If the post is not used by the WPA, Justice or the State, Langley (Field) will use it." **On Oct. 19,** she also replied to a query from Virginia Representative Schuyler O. Bland, chairman of the Committee on Merchant Marine and Fisheries (evidentally concerned about the shipping board and the post's use):

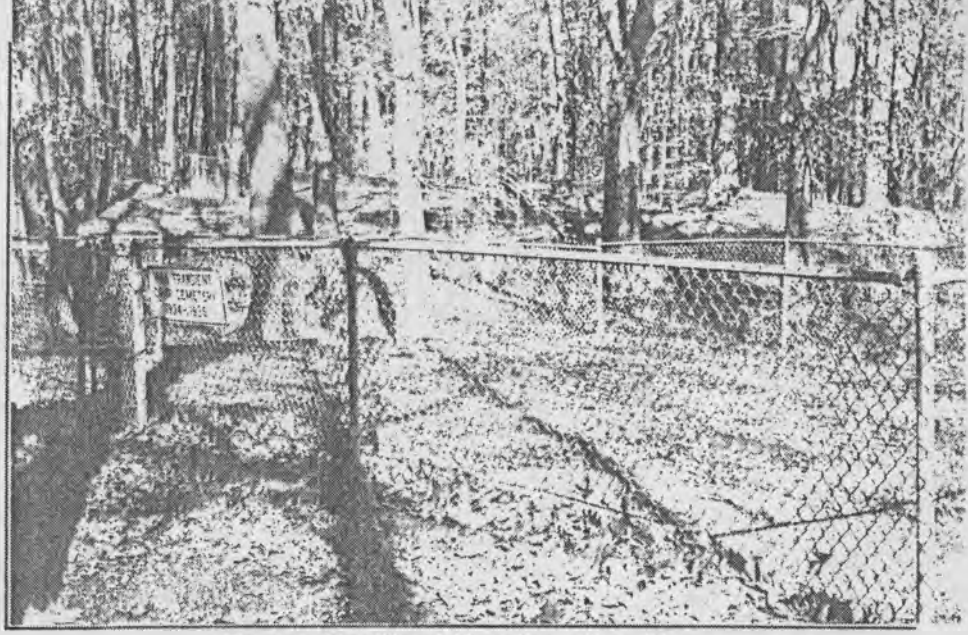
> We have recently received permission from the Department of Justice Bureau of Prisons to continue our jurisdiction over this property in its present status for at least an additional six months.

Wickenden sent the last official document in the records on Eustis on **Dec. 1, 1936:**

> Fort Eustis camp has, to all intents and purposes, been discontinued as a transient camp, only a small maintenance staff being retained there.

Details compiled were from a multitude of FERA and WPA records at The National Archives, Washington, D.C., local newspaper files of the Daily Press/Times-Herald of 1936 reviewed by the author in 1985 and 1986, and from Ft. Eustis camp periodical files of the West Avenue branch of the Newport News library.

Depression Workers Cemetery burials . See page 4 .



Mulberry Island Cemeteries

Although there was a church established on the island by 1627, Mulberry Island families frequently had their own burial grounds. In 1918, when the Army obtained the land, it offered assistance and gave the families on the island 30 days in which to relocate their dead from existing plots. Some of them did so, with reburials taking place at Lebanon Church Cemetery in Lee Hall (*see photo, p. 3*) and in other nearby cemeteries.

In the agricultural economy of the 1610-1918 era, tombstones and grave markers were expensive and difficult to move into remote areas such as Mulberry Island. Consequently, most graves were marked, if at all, with wooden headboards or crosses which did not survive the passage of time. Some graves were marked by planting flowers or trees at the their head or foot, or both. Frequently, still thriving periwinkle planted for remembrance marks an early church grave site.

There are nine definitely known family plots where burials took place prior to 1918 when the U.S. Army obtained the property, [families having 30 days to remove graves and stones and markers if they wished, the story goes]. There were actually about 13 cemeteries with one outside the gate of Ft. Eustis, eight of them family ones.

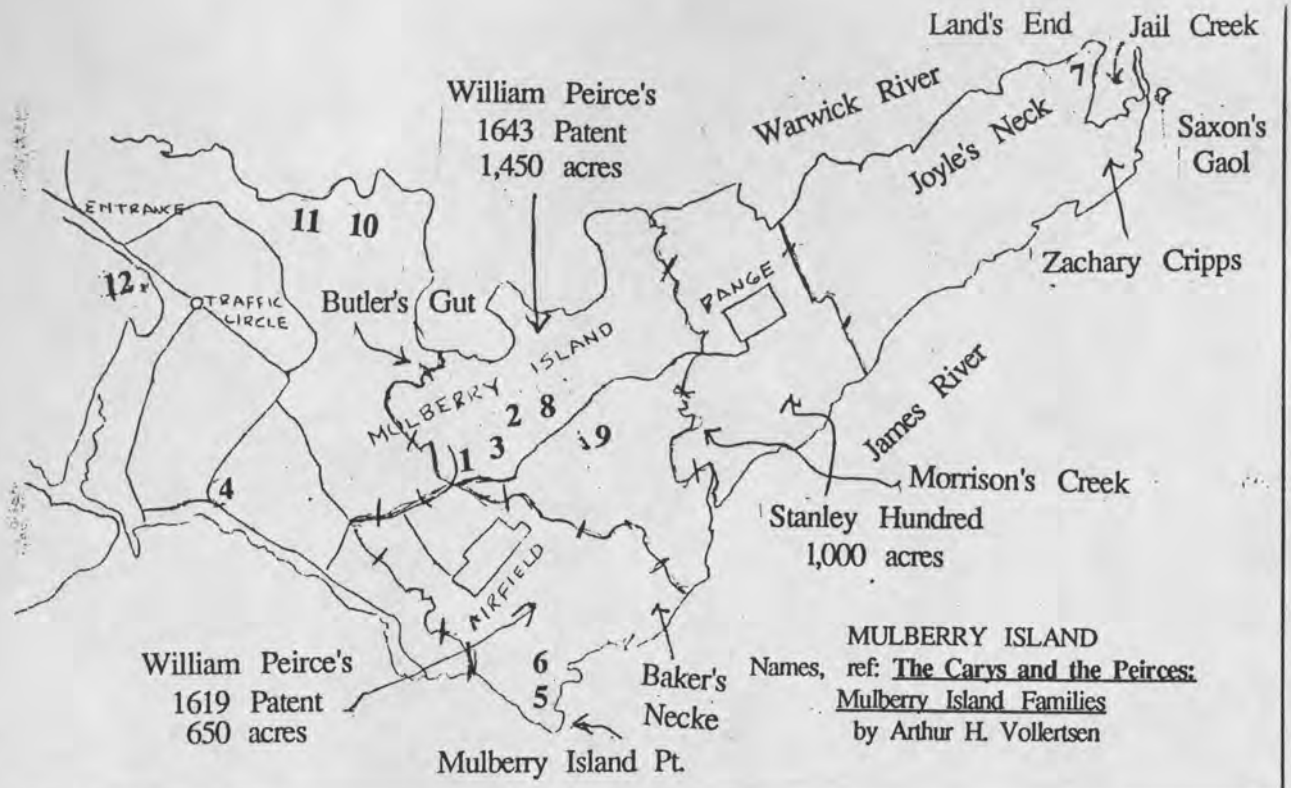
Historical Series 4.2B, Apr 95
FT. EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION

From a paper researched and written by the late Col. (AUS, Ret) Jean M. Gray, member of FEHAA. Added information in brackets by Col. (USA, Ret.) John Curry, director, Colonial Era History Group. Edited, added to, and arranged by Dick Ivy and published by FEHAA, P.O. Box 4468, Ft. Eustis, VA 23604. Information may be used with credit to FEHAA and appropriate authors. Comments or supported corrections welcome. Other issues available by subscription.

Carter Crafford Family - Site #1: Located 45 ft. from the golf course maintenance road and adjacent to and southwest of the golf maintenance shop. It was 65' by 50' and has 24 graves, reportedly once fenced. There was a brick vault there visible in 1961,
Children of William . (died Mar. 24, '89 at age 43) & Lucy A. Crafford: Sarah F. d. Feb. 27, '81, age 4; Alice C. d. Apr. 17, 1881, age 2; Adora Crafford, d. Apr. 21, '81, age 1; and one unnamed son; Annie C., d. Feb. 15, '87, at 17; Emmer Crafford, d. Feb. 10, '89, at 21; Henry Crafford, d. 1908 (ca age 38)
Mr. & Mrs Joseph Nettles. Two children on M.E. Nettles (1 named Elma)
Mr. Smithen, Mattie Smithen, Jimmie Smithen.
Mr. Adams, Mrs. Lizzie Adams, Miss Emm Adams
At least 6 other graves with no identification.

Curtis Family - Site #2: Situated on the present golf course near the fir tree about 480 ft. wast of Mulberry Island Rd. It contained 17 graves, once fenced in cedar posts and wire. Only six were Curtises, so it presumably took its name from the landowner Dr. H. H. Curtis, largest landowner on Mulberry Island at the time of the War Between the States and who organized and commanded the Warwick Beauregards, an infantry company from Warwick Co. He is reportedly still buried there. Dr. Curtis was the father of Simon Curtis, long active politically in Warwick who was its treasurer from 1900 to 1944. Other graves in the plot included nine members of the Miner family, two of the Wright family, one Wells, and one Smith, all probably related by marriage. Some bodies were moved and there were two brick vaults empty. Two stones from this graveyard were later found at the WPA cemetery, but burials were after the Army bought Mulberry Island. List 3 & 4 stones found elsewhere.
Cornelia and James B. Garrow
Mary L. Wright
An nie Curtis Smith, beloved wife of George Levin Smith, born Aug. 8, 1859, Died Mar. 23, 1901
James & M(broken stone) born March 14, 1871, married to Patrick Henry, son of John H. & Elizabeth Wright,Oct. 27, 1857. Died Jasn 2, 1906.

Crafford Family Slaves - Site #3: Located 60 yards from Mulberry Island Rd. on the Golf Course and near the Carter Crafford family plot, containing 50 unidentified Negro graves. The cemetery was probably established before the Civil War and continued in use after the war. No headstones or markers have been found to identify anyone in this or those in the Curtis and other Crafford cemeteries. Exact sites were destroyed in the construction of the golf course.



Jones House - Site #4: The oldest graveyard known to exist on Mulberry Island was located near the Matthew Jones House. The property was owned by Emmett W. Milstead when acquired by the Army in 1918. It has changed hands many times over the years — the Joneses, Greens, [Woods], Fitchetts and Webbs lived there in the 19th Century, and the graveyard was used by all of these families [the Webbs also in mid-1700s. Col. Thomas Tabb bought it in 1883] After World War I, the cemetery was destroyed by the construction of the River Road railroad curve, and stones, bones, etc. were used as a fill by the river, reports say. There are no records of how many graves were located there. It is probable, however, that the first burials were in the 17th Century.
Family members said Matthew Jones and William S. Jones were buried there and it had an iron fence around it.

Crafford Family, Fort Crafford - Site #5: Located about 50 yards east of the house foundation in the center of Fort Crafford just off the present road. There were never any tombstones at the site, according to a statement in 1937 by Lucy Crafford, a life long resident of Mulberry Island.They were marked by trees planted at the head and foot. Those graves not destroyed by the construction of a large artillery battery located there during the Civil War are grown over by honeysuckle, underbrush and trees. It is quite likely that any members of the fort garrison who died in 1861-62 may also have been buried in or near this plot. [John Curry says no, those volunteers who were killed aboard the *Patrick Henry* in the Battle of Hampton Roads are buried on Jamestown Island. Lt. James Waddel, Charles City Southern Guard, who drowned in the James River, was buried in Charles City.]

Crafford Family Slaves, Fort Crafford - Site #6: Like the family graves, the number and exact location of the graves is not known. The gravesite was located about 100 yards southeast of the family plot, and none of the graves were covered by construction of the Fort Crafford battery. There are records of the births and deaths of some of the slaves in the old Crafford family Bible.

Fitchett Family - Site #7: It's in the old garden of the "Waterview" home which is located at the extreme end of Mulberry Island. There are some old trees around the nine-grave site. None of these graves were marked, or, if they were, the headstones have been removed. The graves are now overgrown with underbrush and honeysuckle vines, making them difficult to locate. Large trees perfctly lined up.

Nettles Family - Site #8: This was a large family which owned various plots of land on Mulberry Island. The cemetery is located at just east of Mulberry Island Rd., adjacent to the test-area railroad spur, and has since been leveled. There is no information available as to how many graves were at this site, or when it was used.

Mulberry Island Cemetery Club - Site #9: This one-acre plot was located a short distance beyond the Crafford Family Slave cemetery, a few hundred yards on the opposite side of the road. There is no record of the interments there, but it was a privately-owned plot, in which the families of the members of the club were buried. [A plot sold for about $5, less for infants but no sure price was found.] It is shown on an Army map dated in 1919. [Most of the remains were removed for reburial elsewhere after the sale of the island. A few surviving residents of the island maintain that there were several unmarked graves which were left intact there.]

Works Progress Admin. Cemetery - Sites 10 & 11

1660 Church , Site 12: Located at a former church site of the Anglican Church, on the Old Warwick County Rd., (Dozier Rd.) just off Ft. Eustis. The last known White burial was a member of the Southall family in 1820. The church was turned over to the Negro residents who used it for worship until about 1920. The earliest tombstones indicate burials in the 1870s.

First black minister, Thomas Wright, buried at Site #12

by John Curry

On Site #12, the reference to the 1660 church may be in error. Several documents I read referred to the church built by Capt. William Peirce at Baker's Neck. I think the church site at 12 is the Colonial church and have support in this contention as this church was also referred to as "The Mulberry Island Chapel". One of the main users was a Methodist group which quit holding services there when they moved to a new church on Hoopes Rd. and is now called The Warwick Memorial United Methodist Church. After they moved, it became a Negro church.

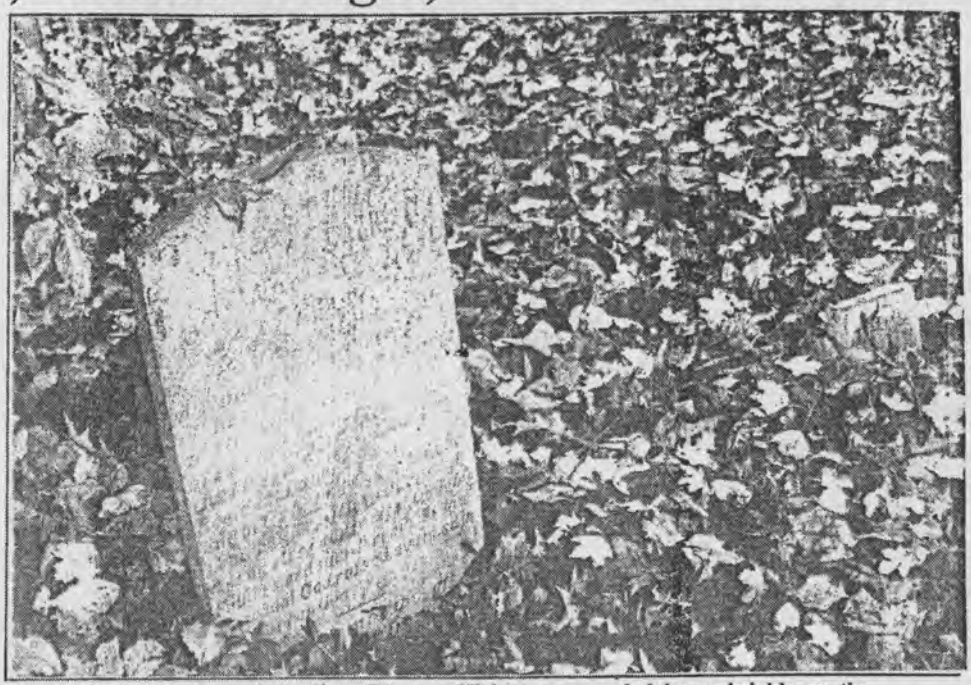
A grave with a headstone (right) *Rev. Thomas D. Wright, Died Aug 4, 1891. Age 70 the first colored man that was ordained minister of Gospel in Warwick County and first to establish Colored free school in said county, the first to raise a colored resident lawyer.*

There were four stones near the grave, "LAW" "TGW" and "WCMM".

Nearby is another grave bearing the headstone of Samuel Armfield, Nov. 19, 1910 - Sept. 20, 1980. Records show that the Armfield family owned the land fronting on the road behind the Greyhound Station, land on which the Oakland Dairy was located, now known as the Oakland Industrial Site. Archaeologist Nick Luccketi found some graves, including Thomas Harwood's 1657 grave at Queen's Hith.

Saxon's Gaol - possible graves, Site 13

A 1923 report filed at Fort Eustis recounts the findings of a group of soldiers on maneuvers at the tip of Mulberry Island. The report stated that when the soldiers began digging in they uncovered skeletal human remains in an advanced state of decomposition. From the location it could be and the reference of shallow graves, this could be a burial site of prisoners who languished in Saxon's Gaol. Popular belief is that this served as the debtors prison also.

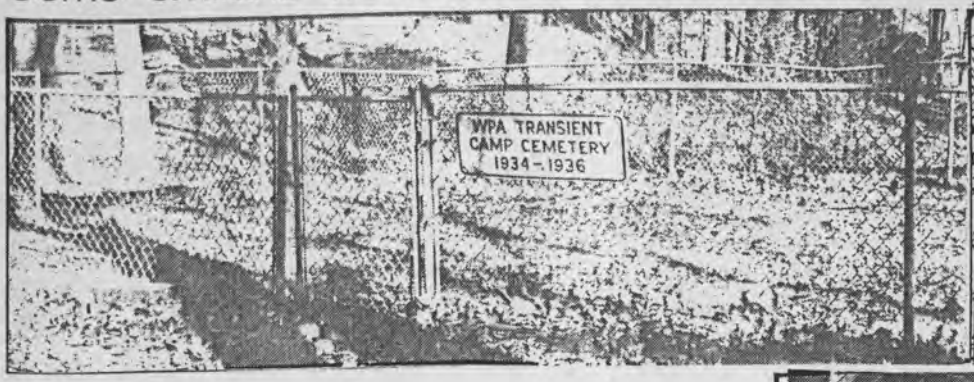


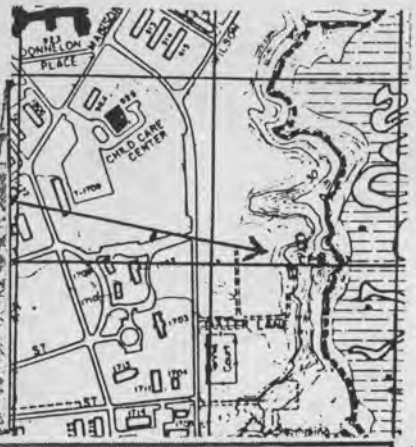
The 2' high gravestone of the Rev. Thomas Wright, surrounded by periwinkle on the road behind the bus station about a half mile southwest. The L.A.W. stone is on the right.

A row of marble Miner headstones moved to the cemetery of the Lebanon Church of Christ, on Yorktown Rd in 1918. Remains were not moved, according to the late Lucy Crafford. Believed to be from the Miner cemeteries, also known as the Cemetery Club (#9 on the map, actually two plots between and on the former properties of T.G. Miner and H. C. Miner). Left to right, Ann Eliza Miner, daughter of S.H. ; Sam'l Carter Miner, son of W.C. & Mary, d. 1896; Sarah Langley Harrell, wife of Sam'l H. Miner, d. 1888; Sam'l Hyde Miner (Cpl. 32d Va., CSA), son of S.H. & S.L., d. 1866; Sam'l Hyde Miner, son of Christopher & Matilda, d. 1843; and Wm. C. Miner (LT, 32nd VA Inf. CSA), son of S. H. & Sarah C., husband of Mary Crafford, d. Dec. 25, 1914 at 76. Lebanon minister Rev. Joe Parrish says the marble stones which darken in time, were cleaned about five years ago. The stones are about 3' except that of Ann's (2') (photos by Ivy)

If you have additional information or photos (will be returned) on any of the 13 sites or those who were buried there, contact us please.

Some civilians were buried at Fort Eustis





Deaths at Fort Eustis FERA & WPA Camps of those buried

in chronological order

FERA workers

Thomas Moore, 56, d. Dec. 25, 1934, burial 30th. d. Warwick Co. Jail.
William B. Harding, 59, d. Jan.29, 1935, burial Mar. 10, d. Riverside Hosp.
Edward Anderson, 20, d. Jan. 30, 1935, burial Mar. 10.
Edward O. Neil, 57, d. Mar. 3, 1935, burial Mar. 10. k. on Hwy 60 in Warwick
*Lewis Towns, 25, d. Mar. 15, 1935, burial 17th.
Phillip Killen, 60, d. Mar. 17, 1935, burial 22nd.
*James Stokes, 54, d. June 15, 1935, burial 19th.
*Frank Duly, 43, d. July 12, 1935, burial 19th.
Lee James, 25, d. Sept. 23, 1935, burial 29th. k. by C&O train near Lee Hall.

WPA workers

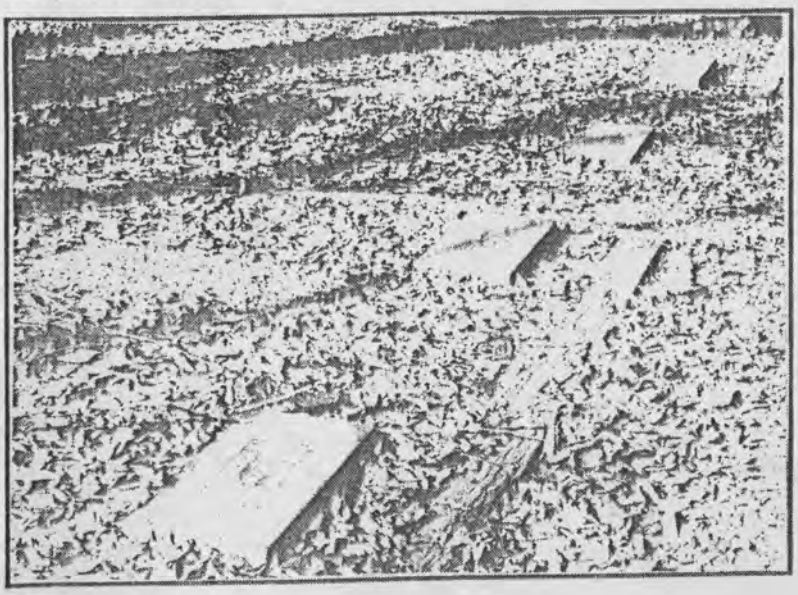
Joseph Norman, 59, d. Dec. 31, 1935, burial Jan. 12.
William E. Simmons, 68, d. Jan. 3, 1936, burial 12th.
*George J. Findley, 24, d. Jan. 8, 1936, burial 14th.
Robert Ladon, 42, d. Jan. 23, 1936, burial Feb. 21.
*William Gaskin, 35, d. Feb. 10, 1936, burial 26th.
James W. Rose, 29, d. Apr. 4, 1936, burial 18th.
Oakey R. Reynolds, 49, d. Apr. 21, 1936, burial 26th.
*Lee McCann, 28, d. May 6, 1936, burial 13th
Frank J. Toley, 54, d. June 17, 1936, burial 23rd, dropped dead at Fort Eustis.
Clyde Trissue, 36, d. June 27, 1936, burial July 2.
*John Benjamin, 25, d. July 25, 1936, burial Aug. 12, drowned at Manteo, N.C.
*John Lambright, 24, Sept. 18, 1936, burial Oct. 7, drowned at Manteo during storm.
*Joe Lea, 32, d. Sept. 18, 1936, burial Oct. 7, drowned at Manteo during storm.
*Unmarked grave
*Unmarked grave

** Negro. + Unless otherwise noted, all died at Grace Hospital, Ft. Eustis.*

Plot #1

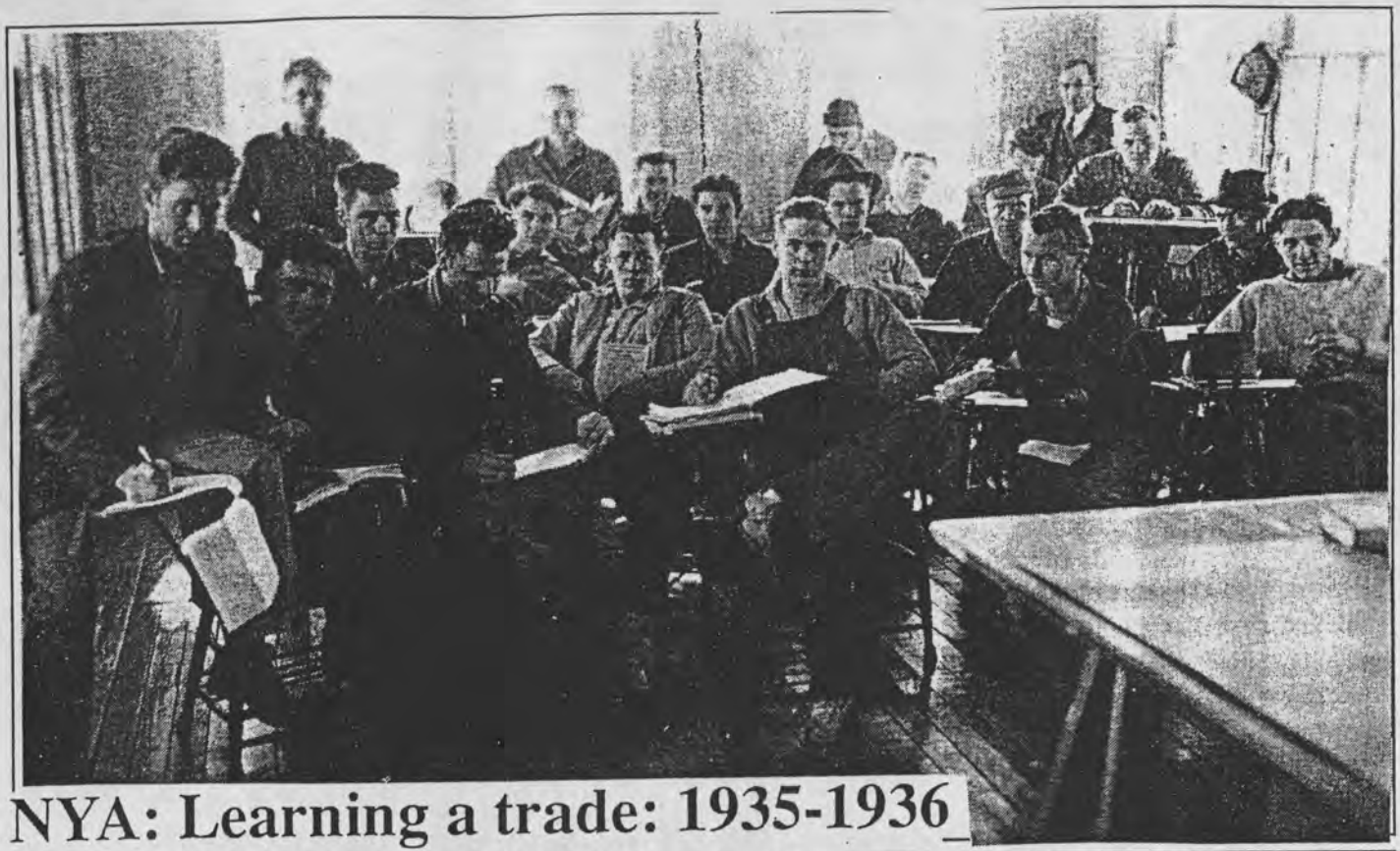
UNMARKED STONE
UNMARKED STONE
JOE LEA
Age 32
d. Sept. 18, 1936
GEORGE FINDLEY
Age ___
d. 1936
JOHN BENJAMIN
Age 25
d. July 25, 1936
JOHN LAMBRIGHT
Age 24
d. Sept. 18, 1936
FRANK DULY
Age 43
d. July 12, 1935
JAMES STOKES
Age 54
d. June 15, 1935
WILLIAM GASKIN
Age 35
d. Feb. 10, 1936
LEWIS TOWNS
Age 25
d. March 13, 1935
LEE McCANN
Age 28
d. May 6, 1936

Plot #1 of the WPA Cemetery. John Benjamin's marker is front. Photos by Ivy.



Plot #2

CLYDE TRISSUE
Age 36
d. June 27, 1936
ROBERT LADON
Age 42
d. Jan 23, 1936
JAMES W. ROSE
Age 29
d. Apr. 4, 1936
FRANK J. TOLEY
Age 54
d. June 17, 1936
OAKEY R. REYNOLDS
Age 49
d. Apr. 21, 1936
THOMAS MOORE
Age 56
d. Dec. 25, 1934
LEE JAMES
Age 25
d. Sept. 23, 1935
JOSEPH NORMAN
Age 59
d. Dec. 31, 1935
WILLIAM B. HARDING
Age 59
d. Jan. 29, 1935
PHILLIP KILLEN
Age 60
d. Mar. 17, 1935
EDWARD O. NEIL
Age 57
d. Mar. 3, 1935
WILLIAM E. SIMMONS
Age 68
d. Jan. 3, 1936
EDWARD ANDERSON
Age 20
d. Jan. 30, 1935



NYA: Learning a trade: 1935-1936

Six graduates tell their experiences, p. 2

The National Youth Administration (NYA) conducted classes and hands-on training concurrent with Federal Emergency Relief and Works Project Administrations and left when the WPA closed operations at Fort Eustis. "Youth" were trained in various trades such as sheet metal, auto mechanics, electrical, interior decorating, painting, carpentry, probably using the equipment and buildings established by FERA earlier.

First, not all students were young. Secondly, not all training led to jobs, since many applied for each job available in the community. But it was another way the government could subsidize individuals during a time of recovery from the Depression of the early 30s. Each county or city could select two youths for each class, done by the politicians. Students would be housed in barracks on post, have 3 meals a day, and receive $10 a month. Many families in society subsisted on close to that.

The NYA sessions were Monday thru Friday with work details like grass cutting Saturday morning. It was four hours of class and four hours of practical work during the week. For sport, there were NYA ball teams — adequately equipped for the times football and baseball teams — and the Liberty Theatre from WWI days was the place for entertainment including concerts, plays, recital and classical readings, fewer as the WPA wound down.

One NYA student referred to the school as **"the poor man's prep school".** Discipline was not a problem. Anyone caught breaking the rules was dismissed.

When weather turned nippy students were allowed to get a mackinaw at one of the warehouses. "Bob" Henry Murphy, one of the students, related to John Curry that the warehouse was filled with clothes and evidentally had been there for years. Students could keep the clothes after graduation. Curry supposed the clothes had been destined for Europe or "Bundles for Britain" not needed when the war ended.

Lots of grits and gravy, stews and hash was what they ate, and according to Murphy not what "Mom" cooked. However, no one lost weight, he added.

The great fire at Fort Eustis

The October class of 1936 was the last to graduate, the school being transferred to Manassas in Northern

More on p. 3

Oct.. 1934 - FERA camp established (see Issue 4.1A)
Jan. 1936 - Turned into WPA camp
Oct. 1936 - WPA camp closed, as did NYA classes.
Dec. 1, 1936 - Nothing left but a maintenance crew.

Historical series 4.3A-Dec. 93
FT. EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Researched, written, and arranged by Dick Ivy, Yorktown, with this page mostly from John Curry's "Denbigh Gone By" in the *Denbigh Gazette*, June 2, 1993, and published by FEHAA, P.O. Box 4468, Ft. Eustis, VA 23604. Supportable corrections or additions welcomed and acknowledged.

Graduates recall some details of the good old days

In September 1993, six graduates of NYA classes in 936 here, all now between 69 and 76, were guests at a EHAA dinner, the first time together in 20 years when ney met at Fuller's in Hampton. We taped them. They vere:

R. H. "Bob" Murphy, mid-Newport News, 75
Bill Eubank, mid-Newport News
John Tribble, Denbigh (NN), 76
Joe Freeman, Grafton (York)
Raymond Foster, Williamsburg
Dan Gall, Virginia Beach, 73
One other couldn't be with us that night.
William Allen, Hampton

These NYA graduates in plumbing and sheet metal work, then all 18-22 years old, said they all benefitted from their year-long schooling and most began their careers in the skills they had learned. They said the NYA schooling was in its second year. **About 220 students were enrolled in the various classes at one time.** Bill Eubank "filled in" when a student had dropped out. A normal day was 8 to noon in class, 1 to 4 or 5 in shops. They were allowed to wear anything.

They were recruited from high school for the most part. It was a privilege, one said, thru a local politician. The social worker (a Hubbard of Hubbard Lane?) of York County and Sheriff Sid White were responsible for getting Poquoson student Joe Freeman in the program.

Murphy worked in sheet metal at the Newport News Shipyard from August 1939 until he was 55 and retired in 1978 from a management position. He had been foreman in the sheet metal shop. The Shipyard was paying 40 cents an hour at the time, Bob said, but because of his Ft. Eustis training, he was was offered 52 cents. Another got a job in welding, then switched to a job at National Advisory Council for Aeronautics (NACA), forerunner of today's National Aeronautical Space Administration. Another worked as a plumber at the Shipyard to WWII when he started the Little Sue convenience stores, 38 of them in the area. One plumber was counseled to attend the Shipyard Apprenticeship School to learn specifics using the experience in the NYA school as basis for entry. He later went into the U.S. Navy during the war.

Instructors included plumbing instructor Mr. Davis of Norfolk, automobile instructor Mr. Wilson of Newport News, Mr. Laquarters of Hampton, and a Mr. Daly of Newport News. Student Charles Sharpe (since deceased) met Martha Wood (now reportedly working in a Petersburg nursing home), daughter of Lawrence Wood of Newport News, the instructor of sheet metal. Mr. Wood was known as "Deacon Wood" and students would go to his house on Sunday evening for a family prayer meeting and sing songs.

All played on the **football team,** many played baseball, and they have pictures to prove it. They lived in barracks near the Cold Storage Warehouse on today's Washington Ave. below the circle. Students had WPA cooks at first, then a professional cook was hired. KP was horrible, one said.

Instructor Mr. Wood, at front rt. outside classroom building. Photos courtesy of Bob Murphy. Were small size photos enlarged.

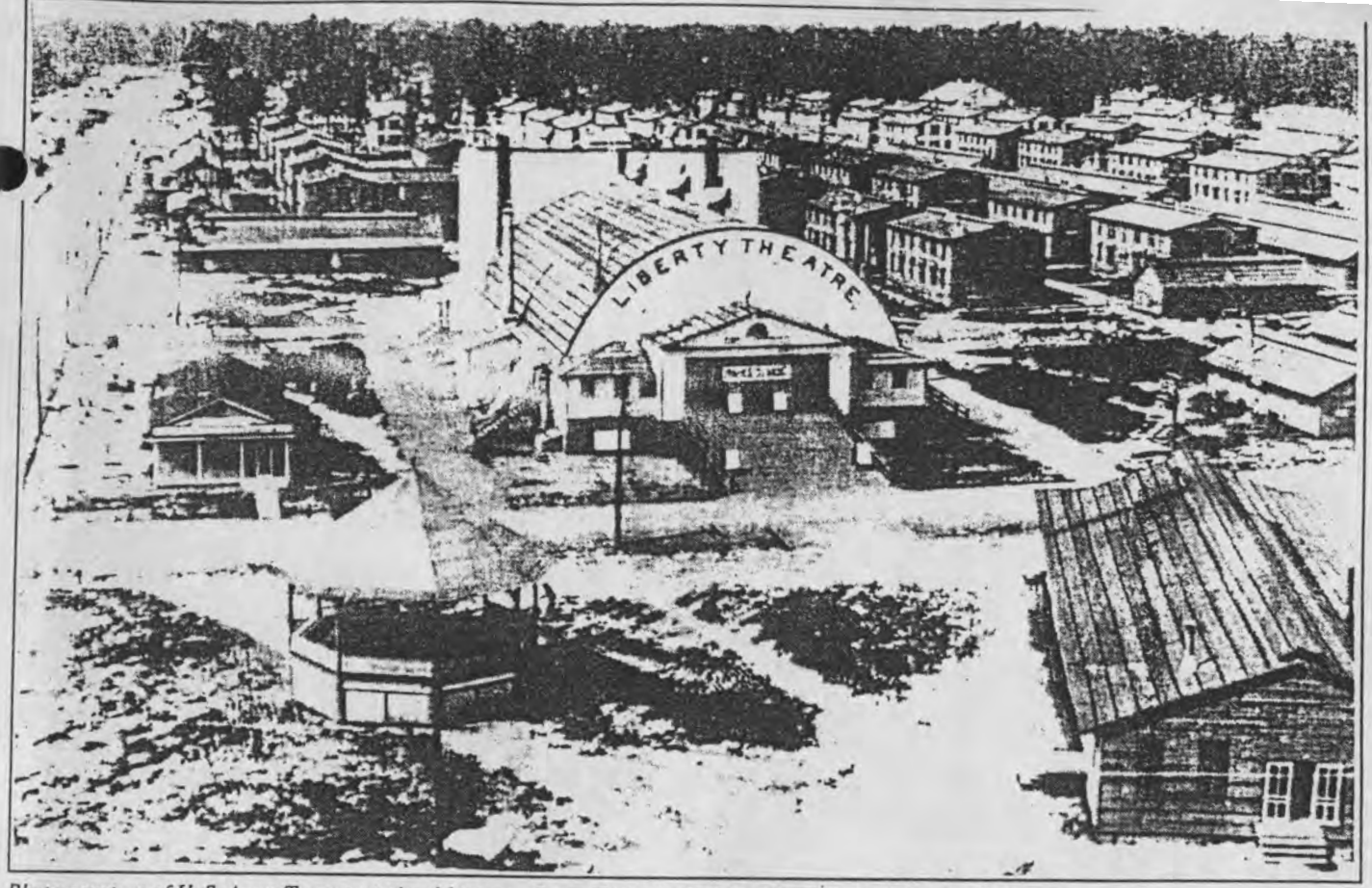


Photo courtesy of U. S. Army Transportation Museum. Camp Eustis in the 20s. Chapel, just right out of picture.

There was a building for recreation with pool tables and a piano. The graduates remembered one dance and entertainment organized by Mrs. Davis, wife of the plumbing instructor. Student Noland Blackman (sp?) met Wilsons' daughter there and later married. Students fished and hunted, "plenty of game," one said. Student Parks hunted rabbits with a bow and arrows. On Sunday morning, those on post went to church at Lebanon Church in Lee Hall.

Students could leave at noon Saturday, had to return by midnight Sunday. Many dated girls in Lee Hall and "we watched the trains come in" and in Phoebus. Hitchhiking was common, people picked them up, they said.

Additional comments by John Curry

One of the alumni recalled when the pig farm burned down. It stood where the hospital does today. The fire lasted three days and the stench was overpowering. When asked how the fire started he emphatically stated "arson". He also believed that the burning of the Liberty Theater was also the work of an arsonist.

He added that a few members of the WPA were "baddies" by WPA standards, and these were the ones responsible for the fires. The fact that were "Baddies" in the WPA is even acknowledged in WPA records. They did their utmost to weed these out, but it appears they did not get them all.

One of the instructors, Mr. Wood, had a daughter that many NYAers gave a wink to. She was Martha Wood and her name is etched in large letters in the plaster board of the Matthew Jones House, where she must have visited [or one of her paramours] in 1937. The grafitti is preserved along with others in the Jones House.

NYA from p. 1

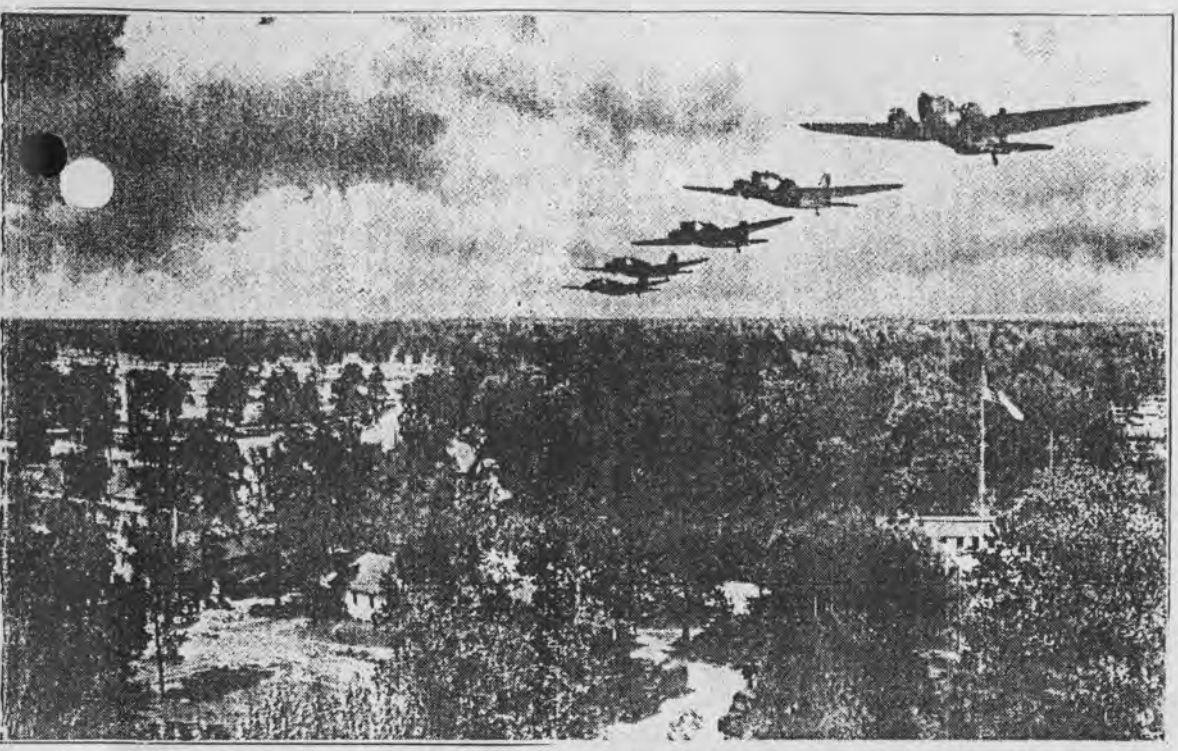
Virginia. The NYA students were to be used to raze buildings at Eustis including the Liberty Theater, reportedly not being relished by the students. Classes broke on Saturday and many of the students went home awaiting classes to resume. Sunday night, the sky was alit with the blaze of the theater fire, and reportedly seen miles around in Denbigh. No blame was fixed, though it seemed suspicious that the students would have had to do it anyway.

[The fires at Fort Eustis has been a subject of controversy over the years. At last, we are closer to the truth.]

Anyone with more information or significant photos about this subject, other student information, complete names of instructors, or supportable corrections, please contact Dick Ivy at 898-5090.

1936-44

When Langley bombed Fort Eustis



This wraparound photo by W. R. Thompson & Co., Richmond was published in the Daily Press, Sunday, Jan. 24, 1993, given by Albert L. Ray of Newport News, whose father Bill Ray served as a sergeant at Fort Eustis in WWII. This photo taken in 1941 from the water tower, looks west.

Large troop concentration and errant bombs ended range use

The Mulberry Island portion of Fort Eustis was considered a bombing range and a sub-base of Langley Air Base, then part of the Army, in September 1936. Some records show that Langley gave up Eustis as a sub-base Jan. 24, 1941, when it was reopened as the Coast Artillery Replacement Center in 1941, but it continued to use the various ranges it had established previously.

As the war progressed, local bombing ranges were less used, but several accidents showed the danger of such use in populated areas. The Fort Eustis WWII diary (15 Nov '45) shows that at about 10:30 a.m., January 17, 1944, 20 100-lb. bombs were dropped on Mulberry Island, the wind carrying ten which exploded near an ammo storage place and the other ten near the Dozier farm outside the post. Six days later at 6:50 p.m., three 100-pounders accidentally released from a Langley Field plane struck Barracks T418, in the vicinity of Bldg. 512, and in the area of the Tactical Motor Pool.

On March 17th, Langley personnel exploded demolition bombs from 100 to 1,000 lbs. in weight at a Mulberry Island area which caused minor damage to many buildings on the post. The same day, Fort Eustis Post Commander Col. A. C. Gardner (18 Jan 43 - 4 Jul 44), contacted Col. Eugene A. Lohman, commanding officer, Langley Field (Nov. 41 - Oct. 44), requesting that this operation be suspended, which request was promptly complied with. *(See Air Force records, p. 2)*

Fort Eustis closed 10 years after WWI, became part of the Justice Dept. for a prison for Prohibition offenders, a collection place for Bonus marchers on Washington D.C., then a training place for several government relief programs, the Works Progress Admin. (WPA) camp closing in Oct. '36.

Mulberry Island was in use Nov. 19, 1942, as a:

* **Bombing Range**, both for demolition and practice bombing

Three new observation towers would be completed and ready for use about Jan. 1, 1943. (See p. 4)

* **Tow Target Area** fired at by Artillery units of Fort Eustis over the waters of the James River along the entire shore of M.I. and extending 10,000 yards from the shore.
* **Pattern Gunnery Range**, a moving target (aboard a stan-dard guage "electric" railway) for use of machine guns fired from airplane turrets.
* **Ground Gunnery Range** for .30 caliber rifle.
* **Skeet range** finished construction about Jan. 1, 1943.

Langley Air Base also had ranges at Langley, bombing ranges at Plum Tree Island (also an aerial gunnery range), and four islands off Cape Charles, Eastern Shore. (from a letter to lst Air Force Command, Mitchel Field, NY.)

Historical series 5.1A - Nov. 97
FORT EUSTIS HISTORICAL & ARCHAEOLOGICAL ASSOCIATION
Researched, written, and designed by Dick Ivy, dir. of its history track, and published by FEHAA, P.O. Box 4468, Ft. Eustis, VA 23604. Corrections, additions, 757 898-5090.

Practice concerns before WWII

What's in the Langley files from 1938 to 1944

Research by member Lt. Col. Chuck Everton (USAF)

The following is a summary of items researched.

1938 — references to a range located in a "mosquito infested swamp, inaccessible except by boat." ("History of Langley Field," 1 Mar 35 to 7 Dec. 41, vol. 1, p. 49)

May 6-11,1938 — Aircraft camouflage experiments at Fort Eustis with three B-18s of the 21st Reconnaissance Sq. (Ibid., p. 109, Table XII, "Maneuvers of Langley Field Units")

April 1940 — references Mulberry Island as "suitable for a limited amount of bombing, and for aerial gunnery against ground targets." (Ibid., Vol. II, par. H. Target Ranges, p. 20 of Document #36, Annual Inspection, Langley Field, Va. [FY 1940] dated 5 Apr 1940)

July 1941 — Inspector General reported that some 500 buildings were in serious need of repair and painting, except for the hospital buildings. Plaster was cracked, marred and loose, and paint was chipped and scaled. Metal frames of windows were badly corroded, leading to excessive breaking of panes. Screens were full of holes. Ranges were unsatisfactory for training personnel. Some new buildings were built by engineering personnel.

Mar. 4, 1942 — The bombing range is about five miles long between the Warwick and the James Rivers, between 37°4'N and 37°10'N and divided by 76°35'W. It includes the James River extending 10,000 yards from the shore. The Coast Artillery Replacement Center, Fort Eustis, conducts anti-aircraft firing over Mulberry Island on Thursday and Friday of each week.

June 1942 — IG report reported that the commander, 2nd Bombardment Group, stated that the bombing range and machine gun range were not adequate to properly train his group. When confronted, the commander explained that the machine gun range was 23 miles away from Langley, too far to travel. The aerial gunnery range evidentally was adequate. Construction had been approved at Eustis for four barracks, a mess hall, an administration and supply building, and the necessary utilities, to house range personnel. A request was forwarded to use certain areas of the Eastern Shore for practice bombing.

Sept. 2, 1942 — The Gunnery Range is operated by personnel of the 2nd Bombardment Gp. (H) and Langley Field. It had an elaborate standard guage electric railway for a moving target, with 4 power turrets and 8 flexible gun positions, and a building to house and mess 20 men. There are also buildings to house targets, maintain guns, and to house the railway controls. Under construction were four 34-man barracks, an administrative building, a well for water, a shed to house power turrets, and a skeet range. One officer and 9 men live at the range for the purpose of management.

Feb. 23, 1943 —Last reference found. Targets on Mulberry Island:
#2 - a land pyramid 25' square on Mulberry Island. #3 -demolition bombing area, not shown on map but is in the center of the island (used only by special permission). #4 - a water target at the tip of Mulberry Island, a 25' pyramid, encircled with a marker 100 ft. in diameter and can be used as a reference in determining bombing accuracy. #5 - under construction, a submerging submarine target, used by antisubmarine squadrons in training bombadiers. When finished, #1 & #2 (not identified)will be closed.

Because of the importance of power turrets in aerial gunnery, various types were installed at the machine gun range for training at Mulberry Island. Included are Sperry Upper and Lower, Consolidated Tail, and Martin Local Central turrets with .30 and .50 cal. guns. They are fired at a moving target from 375 to 500 yard distance. Organizations wishing to fire for several days on Eustis machine gun ranges could take their cots and bedding and stay in barracks, up to 75 men, and providing their own range officers.

Jan. 17, 1944. 10:30 a.m., planes from Langley dropped approx. 20 100 lb. training bombs, ten of which fell in the vicinity of the Ordnance Ammunition Igloo, the other ten falling near Dozier Farm adjacent to the post. (Diary)

Jan. 22. 6:50 p.m. 3 100 lb. training bombs were accidentally released from a Langley Field plane, One struck barracks, Bldg. T418, a second fell in the vicinity of Bldg. 512, and a third in the area of the Tactical Motor Pool. (Diary)

May 29. The last target to be documented was a Pyramid 35 ft. square at 37°08'N, 76°36'W with rings from the center at 150, 300, 400 and 500 ft, (Regular bombing user sight) for high altitude bombing at the northwest section of Mulberry Island. It was also used for a three direction bombing approach practice at a night target located at Mulberry Point according to a map, on *Apr. 10, 1941.*

The bombing ranges on Mulberry Island were virtually abandoned late in 1944 (from a later report), in favor of ranges on the Eastern Shore. (see top p. 3)

The 1st Chemical Co and the 1st Bn., 21st Engr (Avn) Regt. which opened the post departed Eustis February 1941.

History of Langley Field, Vol. III on p. 20 has a photo of 21st Reconnaissance Sqdn. 8 individuals shown. P. 40 has photo of B-18s.
Langley Field, The Early Years — 1916-1946, Ofc of History, 1977
Records at the Fort Eustis Historian's Office were valuable.

Eastern Shore thought a safer place for bombing

A bombing and gunnery range squadron was activated to provide care of targets and provide gunnery instructuion.

Besides the pyramidal targets on M.I., there were land targets at Plum Tree Island. To overcome the problems of bombing at both places, requests were made, and a lease was secured by the Commonwealth of Virginia in 1942 to use the marshy finger-land of the Eastern Shore. In late 1944, bombing at Eustis ceased, and the Eastern Shore and the Atlantic Ocean shore and adjacent waters were used more heavily.

Radar training programs and new aircraft kept bombing activity ever changing. Norfolk-based P-47s were reported as having fired on Army aircraft along the Atlantic Ocean of the Eastern Shore during their air-to-air gunnery practice with towed aircraft.

Bombing Approaches
Night Targets
Mulberry Island 4/10/41

Checking out area for bombs

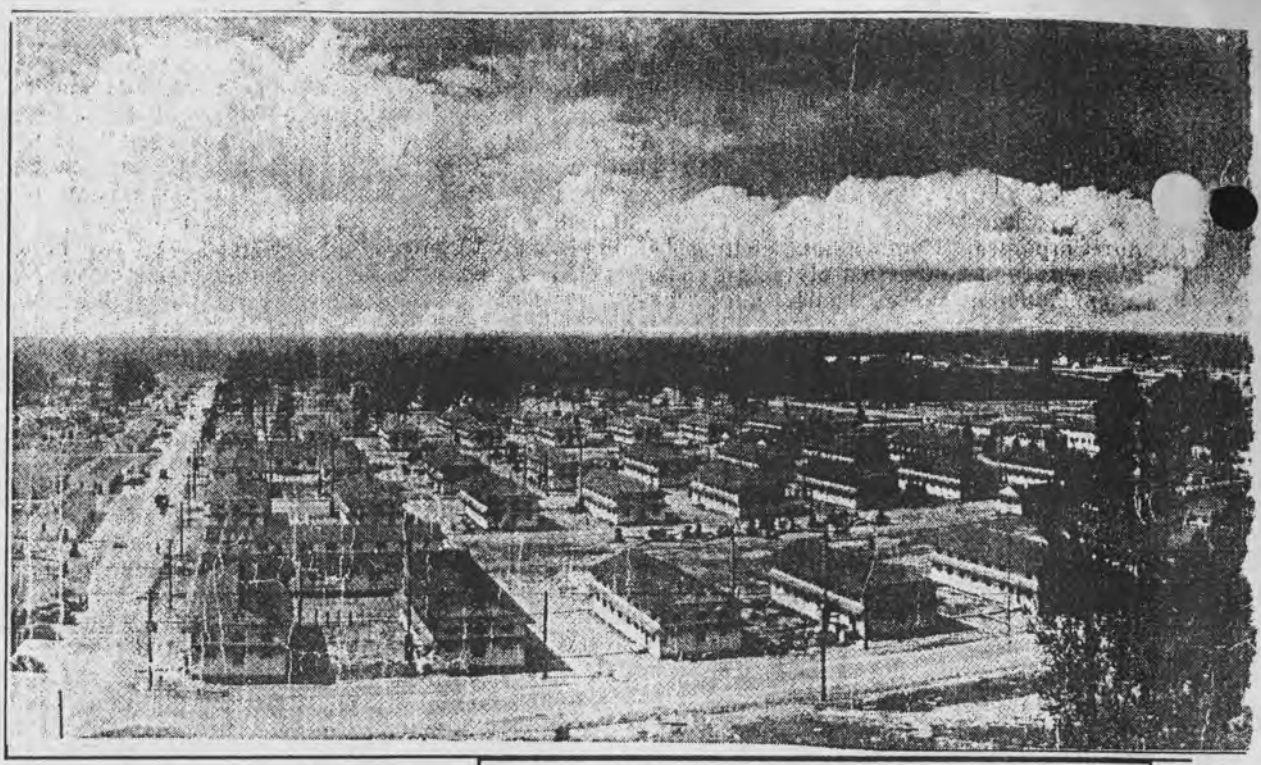
Perhaps earlier also, but in September 1960, an interoffice document shows that Fort Eustis sought information concerning the specific areas where bombs were dropped in those years. Records did not indicate the areas, it said. A study of the Post Historian's Office records indicated that real estate damage due to shell fire had only occured on the extreme southern end of the vicinity of Jail Creek. An old print at the Engineer's Office showed the target area, but could not be coordinated with present maps, to be about 700 ft. north of the tower at the tip of the Island.

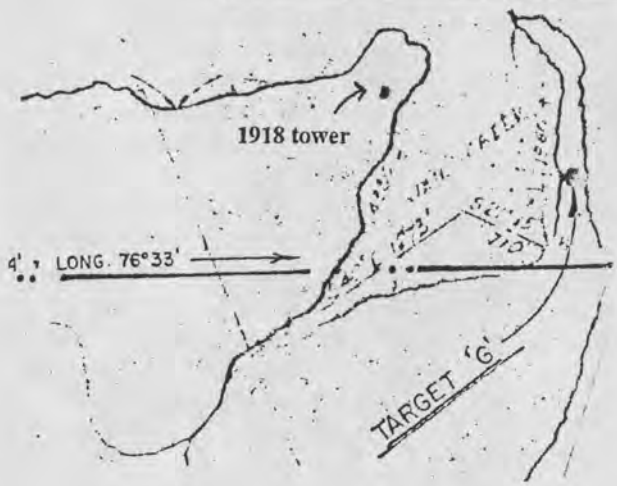
The 533rd Ordnance Det. was contacted. No records of any findings in the past, they said. One WWI-type bomb had been found on the golf course. A surface search that winter was proposed.

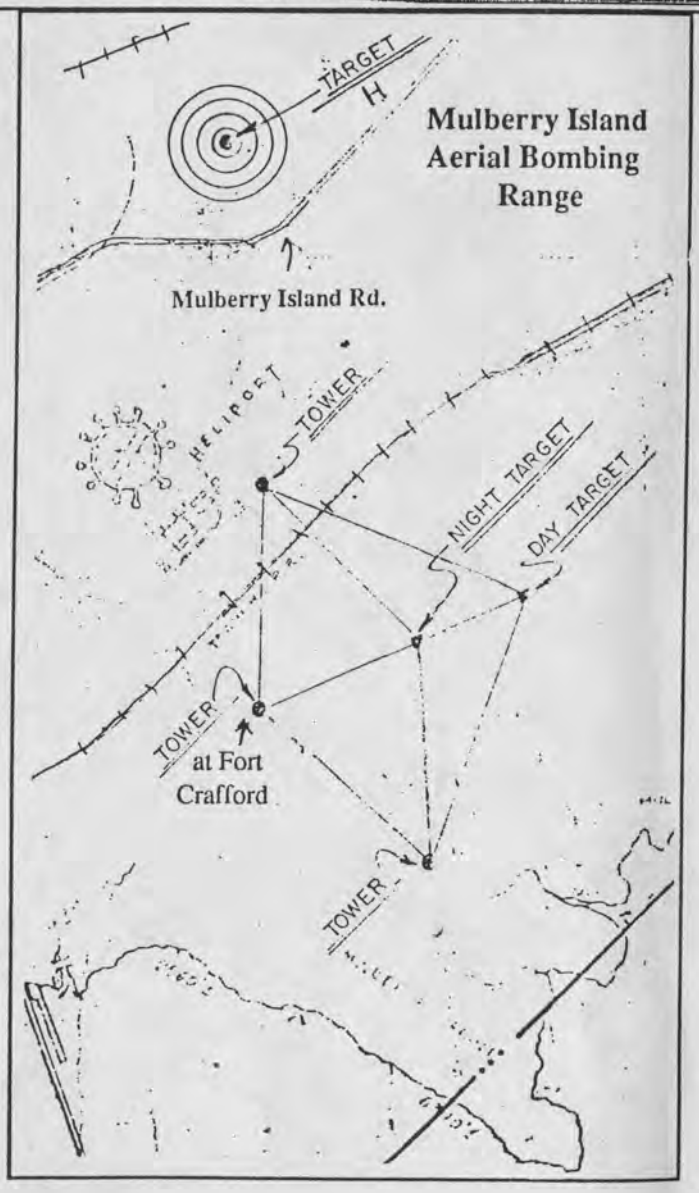
Digging back in letters of the Langley Base Range Office concerning the use of ranges, instructions say that after use, "they should be carefully policed and any necessary repairs reported directly to the range office. Reservation for their use had to be made one week in advance, and the organization had to furnish its own range officer who became responsilble for the unit's safety precautions.

Machine Gunnery range brought Langley unit

The 2nd Bombardment Group complained about the bombing and machine gunnery ranges at Mulberry Island in 1942 to the Inspector General. Higher headquarters agreed on the bombing range, but not on the machine gun range. It appears that the commander didn't like the 23-mile trip to Eustis, so they suggested the range unit move to Mulberry Island, with Fort Eustis Engineers providing four barracks, a supply building,dining facilities, an administration building, and utilities.







Target #3 (H) In the center of Mulberry Island.

Target #4 (G) at the tip of Mulberry Island, is a water target with a 25' pyramid, encircled with a marker 100' dia.to be used in determining the accuracy of the bombing.

Target #5 was to be a towed submerging submarine target, to be used by antisubmarine squadrons in the James River.

The bombing range was bounded by 37°08'N Lat. and 76°38'W Lat. (Target H, 3,000 ft. east of heliport); 37°10'N Lat. and 76°36'W Long. (heliport); 37°08'N Lat. and 76°34' W Long.; 37°04'N Lat. and 76°33'W Long (night and day targets, 3,300 SW of heliport). The heliport, not there in WWII, is located at 37°10'N Lat. and 76°36'W Long. It was dedicated in 1954.

Targets and towers superimposed on a 30 Nov. 1960 map by the Corps of Engrs, to evaluate where bombs might have been dropped for determination of any yet present..